



PLANNING COMMISSION AGENDA

Thursday, March 19, 2015

6:30 p.m.

Coon Rapids City Center

Council Chambers

Call to Order

Pledge of Allegiance

Roll Call

Adopt Agenda

Approval of Minutes from January 15 and February 19

Old Business

New Business

1. PC 15-12 , Amendment to Gateway Commerce Center Planned Unit Development
2. PC15-6, Preliminary Plat, Salvation Army, Coon Rapids Blvd Extension and Vale Street
3. PC 15-5, Site Plan, Salvation Army, Coon Rapids Blvd Extension and Vale Street
4. PC 15-10, Preliminary Plat, Robinwood Plat 6, 109th Lane and Crooked Lake Blvd., Coon Rapids Leased Housing Assoc.
5. PC 15-11, Site Plan Senior Housing, Crooked Lake Blvd and 109th Ln, Coon Rapids Leased Housing Associates
6. PC 15-11a, Resolution Finding Proposed TIF District Consistent with the Comprehensive Plan
7. Consider Foley Boulevard Station Area Plan

Other Business

Current Development

Adjourn



Planning Commission Regular

Meeting Date: 03/19/2015

SUBJECT: Approval of Minutes from January 15 and February 19

Attachments

Draft Minutes January 15

Draft February 19 Minutes

COON RAPIDS PLANNING COMMISSION MEETING OF JANUARY 15, 2015

CALL TO ORDER

The regular agenda meeting of the Coon Rapids Planning Commission was called to order by Chair Geisler at 6:30 p.m.

Members Present: Chair Jenny Geisler, Commissioners Denise Hosch, Wayne Schwartz, Zachary Stephenson and Julia Stevens.

Members Absent: Commissioner Jonathan Lipinski.

Staff Present: Planner Scott Harlicker.

PLEDGE OF ALLEGIANCE

Chair Geisler led the Commission in the Pledge of Allegiance.

ADOPTION OF THE AGENDA

MOTION BY COMMISSIONER SCHWARTZ, SECONDED BY COMMISSIONER HOSCH, TO ADOPT THE AGENDA AS PRESENTED. THE MOTION PASSED UNANIMOUSLY.

APPROVAL OF THE NOVEMBER 20, 2014 REGULAR MINUTES

MOTION BY COMMISSIONER HOSCH, SECONDED BY COMMISSIONER STEVENS, TO APPROVE THE PLANNING COMMISSION MINUTES OF THE REGULAR MEETING OF NOVEMBER 20, 2014, AS PRESENTED. THE MOTION PASSED UNANIMOUSLY.

NEW BUSINESS

1. PLANNING CASE 15-1 - REGISTERED LAND SURVEY – DELEO AND RMS COMPANY – 8600 EVERGREEN BOULEVARD – PUBLIC HEARING
-

It was noted the applicant is requesting approval of a registered land survey to subdivide three lots into two lots. The registered land survey will also move a common lot line. Staff reviewed the request further and recommended approval with conditions.

Chair Geisler opened the public hearing at 6:35 p.m.

Sam Deleo, 13 11th Avenue in St. Cloud, representative for the applicant, thanked staff for the thorough report. He addressed the easement situation for the lots and commented a lift station was located at the southwest corner of Tract A. He believed that Tract B had several easements on record as well. He explained that he could survey the property and provide the City with a certified survey.

Chair Geisler closed the public hearing at 6:36 p.m.

MOTION BY COMMISSIONER STEVENS, SECONDED BY COMMISSIONER SCHWARTZ, TO APPROVE PLANNING CASE 15-1, THE REGISTERED LAND SURVEY WITH THE FOLLOWING CONDITIONS:

1. ALL COMMENTS OF THE ASSISTANT CITY ENGINEER BE ADDRESSED.
2. ALL COMMENTS OF ANOKA COUNTY HIGHWAY DEPARTMENT BE ADDRESSED.

THE MOTION PASSED UNANIMOUSLY.

This is a recommendation to the City Council that will be considered at the February 3, 2015 City Council meeting.

2. PLANNING CASE 15-2 – ORDINANCE AMENDMENT – ADDING PROCEDURE FOR APPROVAL OF ORDINANCE AMENDMENTS – PUBLIC HEARING

It was noted the applicant is requesting an amendment to Sections 11-304 and 11-305 to include approval procedures for ordinance amendments. Staff reviewed the request and recommended approval.

Chair Geisler opened and closed the public hearing at 6:38 p.m., as no one wished to address the Planning Commission.

MOTION BY COMMISSIONER HOSCH, SECONDED BY COMMISSIONER STEVENS, TO APPROVE PLANNING CASE 15-2, THE PROPOSED CODE CHANGE FOR THE FOLLOWING:

1. ADD SECTION 11-304.12 ADDING PROCESS FOR APPROVING AN ORDINANCE AMENDMENT.
2. ADD THE REQUIREMENT IN TABLE 11-305.3(1) TO INCLUDE ACTION FOR AN ORDINANCE AMENDMENT.

THE MOTION PASSED UNANIMOUSLY.

This is a recommendation to the City Council that will be considered at the February 3, 2015 City Council meeting.

3. ELECTION OF VICE CHAIR

City Planner Harlicker requested the Planning Commission elect a Vice Chair for the Commission.

MOTION BY COMMISSIONER STEVENS, SECONDED BY COMMISSIONER HOSCH, TO ELECT WAYNE SCHWARTZ TO SERVE AS VICE CHAIR OF THE PLANNING COMMISSION FOR 2015. THE MOTION PASSED UNANIMOUSLY.

4. CONSIDER ADOPTION OF THE 2015 RULES OF ORDER, INTERNAL PROCEDURES AND POLICIES, AND CODE OF ETHICS

City Planner Harlicker requested the Commission adopt the 2015 Ethics, Rules of Order and Internal Procedures and Policies.

MOTION BY COMMISSIONER STEPHENSON, SECONDED BY COMMISSIONER HOSCH, TO ADOPT THE 2015 ETHICS, RULES OF ORDER, AND INTERNAL PROCEDURES AND POLICIES. THE MOTION PASSED UNANIMOUSLY.

OTHER BUSINESS

Chair Geisler announced with deep regret that long time Planning Commissioner Donna Naeve passed away on November 30, 2014. She sent her condolences to the Naeve Family.

Chair Geisler encouraged those interested in serving on the Planning Commission to contact City Hall or the City's website for further information. City Planner Harlicker explained that applications would be reviewed by staff next week.

ADJOURN

MOTION BY COMMISSIONER STEVENS, SECONDED BY COMMISSIONER SCHWARTZ, TO ADJOURN THE MEETING AT 6:46 P.M. THE MOTION PASSED UNANIMOUSLY.

Recorded and Transcribed by,
Heidi Guenther
Planning Commission Recording Secretary

COON RAPIDS PLANNING COMMISSION MEETING OF FEBRUARY 19, 2015

CALL TO ORDER

The regular agenda meeting of the Coon Rapids Planning Commission was called to order by Chair Schwartz at 6:30 p.m.

Members Present: Chair Wayne Schwartz, Commissioners Ray Knoblauch, Mary Schmolke, and Zachary Stephenson.

Members Absent: Commissioners Denise Hosch, Jonathan Lipinski, and Julia Stevens.

Staff Present: Community Development Director Grant Fernelius; Planner Scott Harlicker; and, Assistant City Attorney Doug Johnson.

PLEDGE OF ALLEGIANCE

Chair Schwartz led the Commission in the Pledge of Allegiance.

OATH OF OFFICE

Planner Harlicker administered the Oath of Office to newly appointed Planning Commission members Mary Schmolke and Ray Knoblauch.

Chair Schwartz welcomed Commissioners Schmolke and Knoblauch to the Planning Commission.

ADOPTION OF THE AGENDA

MOTION BY COMMISSIONER STEPHENSON, SECONDED BY COMMISSIONER SCHMOLKE, TO ADOPT THE AGENDA AS PRESENTED. THE MOTION PASSED UNANIMOUSLY.

APPROVAL OF THE JANUARY 15, 2015 REGULAR MINUTES

The Commission would take action on this item at the March 19, 2015 Planning Commission meeting.

NEW BUSINESS

1. PLANNING CASE 15-6 – PRELIMINARY PLAT – SALVATION ARMY – COON RAPIDS BOULEVARD EXTENSION AND VALE STREET – PUBLIC HEARING

At the request of the applicant, this item has been postponed to the March 19, 2015 Planning Commission meeting. Staff recommended that the public hearing be opened and continued to the March meeting.

Chair Schwartz opened the public hearing at 6:35 p.m. The public hearing was continued to the March 19th meeting.

MOTION BY COMMISSIONER STEPHENSON, SECONDED BY COMMISSIONER SCHMOLKE, TO CONTINUE THIS ITEM TO THE MARCH 19, 2015 PLANNING COMMISSION MEETING. THE MOTION PASSED UNANIMOUSLY.

2. PLANNING CASE 15-5 – SITE PLAN – SALVATION ARMY – COON RAPIDS BOULEVARD EXTENSION AND VALE STREET – PUBLIC HEARING

At the request of the applicant, this item has been postponed to the March 19, 2015 Planning Commission meeting. Staff recommended that the public hearing be opened and continued to the March meeting.

Chair Schwartz opened the public hearing at 6:36 p.m. The public hearing was continued to the March 19th meeting.

MOTION BY COMMISSIONER STEPHENSON, SECONDED BY COMMISSIONER KNOBLAUCH, TO CONTINUE THIS ITEM TO THE MARCH 19, 2015 PLANNING COMMISSION MEETING. THE MOTION PASSED UNANIMOUSLY.

3. PLANNING CASE 15-3 – LAND USE AMENDMENT – TCA REAL ESTATE – EGRET BOULEVARD AND WOODCREST DRIVE – PUBLIC HEARING

It was noted the applicant is requesting a land use amendment to change the land use designation of certain property from Moderate Density Residential to General Commercial. The applicant is also proposing a corresponding zone change to General Commercial. Staff reviewed the case further and recommended denial of the request for a land use plan amendment to change the land use.

Commissioner Stephenson asked if a moderate density residential development was viable for this parcel. Planner Harlicker stated this parcel has not yet developed due to the hit the residential market has taken in recent years.

Pat Masha, Briggs & Morgan, thanked staff for the thorough report. He understood the concerns of the City going forward. However, the practical reality was that the petitioner was the owner of the adjacent automobile dealership. He stated whether or not the market comes around, he did not believe townhomes were a realistic use next to an automobile dealership. He suggested the Commission consider the lot combination and rezoning noting the applicant was proposing to buffer the lot line adjacent to the residential uses.

Wayne Kryzinski, Twin Cities Automotive, explained that his site was landlocked and he was in need of additional space in order for his business to grow. He commented that the additional land would allow for additional vehicle storage and employee parking. He stated that he was willing to invest in the vacant parcel in order to expand his business.

Commissioner Stephenson requested further information on the proposed buffering. Mr. Masha provided comment on how the parking lot would be expanded along with the location of the trees along the street and rear property line. It was noted there would be no additional traffic impacting the surrounding properties. He stated discussions would be held with the adjacent townhome association in order to address their concerns. He believed that the proposed use for this site was a logical extension.

Chair Schwartz questioned if the applicant would be adding any new driveways. Mr. Masha indicated the Site Plan has not been finalized. He indicated the applicant as not proposing any additional driveways at this time.

Chair Schwartz opened and closed the public hearing at 6:53 p.m., as no one wished to address the Planning Commission.

Commissioner Schmolke asked if the Commission could approve the Zone Change with conditions. Assistant City Attorney Johnson stated Zone Changes were not allowed to be approved conditionally. Further discussion ensued regarding the request before the Commission.

Commissioner Stephenson indicated he was inclined to support the request. While he understood staff's concerns, he noted this was a site the City has struggled with and the proposed use would make good use of the parcel.

Commissioner Knoblauch agreed. He supported the applicant's request and wanted to see the Commission support this local business.

Commissioner Schmolke believed that the proposed use was a good fit for the parcel.

MOTION BY COMMISSIONER STEPHENSON, SECONDED BY COMMISSIONER SCHMOLKE, TO APPROVE PLANNING CASE 15-3, THE LAND USE PLAN AMENDMENT TO CHANGE THE LAND USE FROM MODERATE DENSITY RESIDENTIAL TO GENERAL COMMERCIAL. THE MOTION PASSED UNANIMOUSLY.

This is a recommendation to the City Council that will be considered at the March 17, 2015 City Council meeting.

4. CASE 15-4 – ZONE CHANGE – TCA REAL ESTATE – EGRET BOULEVARD AND WOODCREST DRIVE – PUBLIC HEARING

It was noted the applicant is requesting a zone change to change the zoning of certain property from Moderate Density Residential to General Commercial. The applicant is also proposing a corresponding land use amendment to General Commercial. Staff reviewed the case in further detail and recommended denial of the proposed zone change.

Chair Schwartz opened and closed the public hearing at 6:53 p.m., as no one wished to address the Planning Commission.

MOTION BY COMMISSIONER STEPHENSON, SECONDED BY COMMISSIONER KNOBLAUCH, TO APPROVE PLANNING CASE 15-4, THE PROPOSED ZONE CHANGE TO GENERAL COMMERCIAL. THE MOTION PASSED UNANIMOUSLY.

This is a recommendation to the City Council that will be introduced at the March 3, 2015 City Council meeting.

5. PLANNING CASE 15-8 – LAND USE AMENDMENT – COON RAPIDS ASSOCIATION – 80 COON RAPIDS BOULEVARD – PUBLIC HEARING

It was noted the applicant is requesting a land use amendment to change the land use designation of certain property from Office to Community Commercial. The applicant is also proposing a corresponding zone change to Community Commercial. Staff reviewed the request in detail and recommended approval of the proposed land use amendment.

Alan Hamel, representative of the Petitioner, explained he has been working on this property for the past two years. It was his hope to have the property utilized even with its small amount of access. He believed that the request of the applicant would provide for a wider variety of uses on the site.

Chair Schwartz opened and closed the public hearing at 7:12 p.m., as no one wished to address the Planning Commission.

MOTION BY COMMISSIONER STEPHENSON, SECONDED BY COMMISSIONER SCHMOLKE, TO APPROVE PLANNING CASE 15-8, THE PROPOSED LAND USE AMENDMENT BASED ON THE FOLLOWING FINDINGS:

1. THE PROPOSED AMENDMENT IS CONSISTENT WITH THE COMPREHENSIVE PLAN IN THAT IT PROMOTES THE IMPROVED APPEARANCE AND FUNCTION OF COON RAPIDS BOULEVARD.
2. THE PROPOSED LAND USE AMENDMENT IS COMPATIBLE WITH THE SURROUNDING LAND USE DESIGNATIONS AND LAND USES.
3. THE PROPOSED LAND USE AMENDMENT WOULD NOT HAVE AN ADVERSE IMPACT ON THE AREA.
4. THE PARCEL FRONTS ON COON RAPIDS BOULEVARD, WHICH IS A CLASS A ARTERIAL STREET.

THE MOTION PASSED UNANIMOUSLY.

This is a recommendation to the City Council that will be considered at the March 17, 2015 City Council meeting.

6. PLANNING CASE 15-9 – ZONE CHANGE – COON RAPIDS ASSOCIATION – 80 COON RAPIDS BOULEVARD – PUBLIC HEARING

It was noted the applicant is requesting a zone change to change the zoning of certain property from Office to Community Commercial. The applicant is also proposing a corresponding land use amendment to Community Commercial. Staff discussed the request further detail and recommended approval.

Chair Schwartz opened and closed the public hearing at 7:12 p.m., as no one wished to address the Planning Commission.

MOTION BY COMMISSIONER STEPHENSON, SECONDED BY COMMISSIONER SCHMOLKE, TO APPROVE PLANNING CASE 15-9, THE PROPOSED ZONE CHANGE BASED ON THE FOLLOWING FINDINGS:

1. THE PROPOSED REZONING TO COMMUNITY COMMERCIAL IS CONSISTENT WITH THE LAND USE DESIGNATION OF COMMUNITY COMMERCIAL.
2. THE PROPOSED REZONING IS COMPATIBLE WITH THE ADJACENT LAND USES AND ZONING.
3. THE TIMES AND CONDITIONS HAVE CHANGED SO THAT A REASONABLE USE OF THE PROPERTY CANNOT BE MADE UNDER THE CURRENT ZONING.
4. THE PROPOSED ZONE CHANGE WOULD NOT HAVE AN ADVERSE IMPACT ON THE AREA.
5. THE PROPOSED REZONING IS CONSISTENT WITH THE COON RAPIDS BOULEVARD FRAMEWORK PLAN AND THE RIVER RAPIDS OVERLAY DISTRICT.

THE MOTION PASSED UNANIMOUSLY.

This is a recommendation to the City Council that will be introduced at the March 3, 2015 City Council meeting.

7. PLANNING CASE 15-7 – SITE PLAN – BORDER FOODS – 1865 GATEWAY DRIVE – PUBLIC HEARING

It was noted the applicant is requesting site plan approval for a restaurant (Taco Bell) with a drive-thru.

Commissioner Stephenson discussed the sidewalk and asked if it would continue along this parcel. Planner Harlicker commented there was not enough space to have a sidewalk given the location of the wetland.

Barbara Schneider, Border Foods representative, thanked staff for the thorough report and for their assistance in preparing the request. She reviewed the proposed building materials and requested the Commission support her request.

Chair Schwartz opened and closed the public hearing at 7:29 p.m., as no one wished to address the Planning Commission.

Chair Schwartz supported the proposed building materials and believed the building would be a fine addition to this area of Coon Rapids.

MOTION BY COMMISSIONER STEPHENSON, SECONDED BY COMMISSIONER KNOBLAUCH, TO APPROVE PLANNING CASE 15-7, THE PROPOSED SITE PLAN WITH THE FOLLOWING CONDITIONS:

1. PEDESTRIAN SCALE LIGHTING, CONSISTENT WITH THE EXISTING LIGHTING, BE PROVIDED ALONG WITH SIDEWALKS.
2. THE WALL SCONCES MUST BE MISSION STYLE, SIMILAR TO THOSE ON THE ADJACENT CONVENIENCE STORE.
3. ALL COMMENTS OF THE ASSISTANT CITY ENGINEER BE ADDRESSED.
4. THE OVERHEAD LIGHTS IN THE PARKING LOT MUST BE COORDINATED WITH THOSE ON THE HOLIDAY SITE.
5. THE APPLICANT ENTER INTO A SITE SECURITY AGREEMENT WITH THE CITY.

THE MOTION PASSED UNANIMOUSLY.

This is a decision made by the Planning Commission and shall stand unless appealed to the City Council within ten days after notification of the decision.

8. REVOCATION OF CONDITIONAL USE PERMIT PC 07-16 – 1919 122ND AVENUE - MCGEE
-

It was noted the City is recommending the revocation of the conditional use permit for a home occupation (massage therapy) as the applicant is no longer operating the business at this address.

Chair Schwartz opened and closed the public hearing at 7:36 p.m., as no one wished to address the Planning Commission.

MOTION BY COMMISSIONER STEPHENSON, SECONDED BY COMMISSIONER SCHMOLKE, TO APPROVE THE REVOCATION OF PLANNING CASE 07-16, THE HOME OCCUPATION CONDITIONAL USE PERMIT FOR MASSAGE THERAPY BUSINESS BASED ON THE FINDING THAT THE HOME OCCUPATION IS NO LONGER IN OPERATION AT THIS ADDRESS. THE MOTION PASSED UNANIMOUSLY.

This is a decision made by the Planning Commission and shall stand unless appealed to the City Council within ten days after notification of the decision.

9. 2014 PLANNING COMMISSION ANNUAL REPORT

Planner Harlicker reviewed the 2014 Planning Commission Annual Report.

MOTION BY COMMISSIONER STEPHENSON, SECONDED BY COMMISSIONER SCHMOLKE, TO APPROVE THE 2014 ANNUAL REPORT. THE MOTION PASSED UNANIMOUSLY.

OTHER BUSINESS

Planner Harlicker discussed the items that would be discussed at the March Planning Commission meeting.

ADJOURN

MOTION BY COMMISSIONER SCHMOLKE, SECONDED BY COMMISSIONER KNOBLAUCH, TO ADJOURN THE MEETING AT 7:41 P.M. THE MOTION PASSED UNANIMOUSLY.

Recorded and Transcribed by,
Heidi Guenther
Planning Commission Recording Secretary



Planning Commission Regular

1.

Meeting Date: 03/19/2015

Subject: PC 15-12 , Amendment to Gateway Commerce Center Planned Unit Development

From: Scott Harlicker, Planner

INTRODUCTION

The applicant seeks approval to amend the final PUD to change the uses allowed to include an auto dealership and a swim center. The cul de sac will also be shortened and one of the restaurant sites will be eliminated.

ACTIONS

Conduct of public hearing

Recommendation by Planning Commission

Decision City Council on: April 7

60 DAY RULE

The applicant submitted this application on: February 9

To comply with the requirements of Minnesota Statute §15.99, the City must approve or deny the application by:
April 10

LOCATION

The property is located on the north east corner of Hanson Boulevard and Highway 10

	Existing Use	Comprehensive Plan	Zoning
Subject Property	Undeveloped	Community Commercial	Community Commercial/PUD
North	Undeveloped	Park, Recreation and Preserve	Conservancy
South	Restaurant	Community Commercial	Community Commercial/PUD
East	Undeveloped	Park, Recreation and Preserve	Conservancy
West	Highway 10	N/A	N/A

DISCUSSION

Background

In October and November last year the applicant came before the Commission with a request to amend the PUD to allow a restaurant with a drive thru on a site that was identified in the PUD as a bank. Both the Commission and Council expressed concern about the incremental changes that have been occurring in the PUD. There had been two previous amendments to change uses on specific lots. The Commission thought that, given the changes that had occurred in the market, a more appropriate method to address those changes would be to request an amendment to the entire PUD. This would eliminate the need for additional incremental changes. The applicant was not in a position at that time to move forward with a proposal for overall changes to the PUD. Since those meetings, the

applicant has two potential users for property at the end of the cul de sac, a car dealership and a swimcenter. With these potential users, the applicant would like to move forward with a comprehensive PUD amendment to address development of the undeveloped parcels.

Analysis

The applicant is proposing the following changes to the PUD:

- Allow a new car dealership and a swim club at the end of the cul de sac.
- Shorten the cul de sac to accommodate these new users.
- Reduce the number of lots along the east side of the cul de sac from five to four to accommodate the new users.
- Allow flexibility as to where uses can locate within the development. Allow a defined mix of uses but do not tie them to a specific lot.

New Uses - New Car Dealership and Swim Center

The uses currently identified for the lots at the end of the cul de sac include retail and office. The applicant is proposing to locate a new auto dealership and a swim center at that those locations.

The car dealership is not specifically identified in the PUD design guidelines as an allowed use. However, the design guidelines does include language that calls for a mix of commercial uses that are diverse yet complimentary. Large scale commercial uses were identified for the area along the Highway 10 entrance ramp. The proposed dealership would fit both of those criteria. With the high visibility from Highway 10, the dealership would draw traffic into the development and past the other businesses. Given the proposed location, the new car dealership is an appropriate use in the PUD. However, to preclude this area from having the appearance of an "auto mall", it is recommended that the number of dealerships be limited to one.

The swim center is the other new use proposed for the PUD. However, unlike the car dealership the design guidelines specifically identified recreational uses as a preferred use in the PUD. The swim center would be classified as a recreational use. Given the approximate size of the facility (30,000sf) the proposed location along Highway 10 is appropriate. This use is also very complementary with the other uses in the PUD. People visiting the swim center for events can also stay at the proposed hotel, eat in the restaurants and buy merchandise in the retail businesses.

Changes in the Design

To accommodate the auto dealership and the swim center, the applicant is modifying the layout of the PUD. The cul de sac is being shortened to increase the size of Lot 1 and make it more conducive for development. The cul de sac currently extends to the west end of the PUD. It is being shortened by about 600 feet, and the size of Lot 1 is increased from 2.9 acres to 6 acres. The existing Lots 2 and 3 are being combined into Lot 2 to provide the site for the swim center. Lot 4, which was the site for a restaurant, has been eliminated. The number of uses along the east side of the cul de sac has been reduced to four from five.

The building for the proposed car dealership is located in about the same location, relative to the street, as the current location for the retail building. However, the proposed swim center is located much closer to the street than the current location of the retail building. The current site plan has the retail building about 50 feet from the property line; the proposed location for the swim center is about 10 feet from the property line and 20 feet from the street. The proposed location of the swim center is acceptable provided additional landscaping is provide between the building and the street and the facade of the building is broken up by architectural features.

A sidewalk should be shown along the north side of the street from the end of the cul de sac to the crosswalk between Lots 5 and 6. The original PUD included a trail along wetlands and stormwater ponds on the north side of the PUD with connections to the street at the end of the cul de sac and near the hotel. This trail and sidewalk connections should also be shown.

The landscaping in the car dealership parking lot should be increased to make up for the trees that will not be installed because of the shortened cu de sac.

Use Location Flexibility

Instead of tying a proposed use to a specific lot, the applicant is requesting flexibility as to which lot the uses can locate. With the current PUD, each lot has a specific use; the applicant is requesting that the uses be allowed to locate on any available vacant lot.

RECOMMENDATION

In Planning Case 15-12, the Commission recommend approval of the amendment to the PUD with the following conditions:

1. Only one car dealership is allowed in the PUD
2. All conditions of the original PUD approval of December 18, 2007 are included in this approval
3. The applicant receive all permits necessary for the grading done as part of the cu de sac work.
4. Approval and execution of an amendment to the PUD agreement.
5. The sidewalk along Gateway Drive must be shown on the site plan.
6. Additional trees must be installed in the dealership parking lot and between the parking lot and the property line.
7. The sidewalk connections between the trail along the wetlands and Gateway Drive must be shown.
8. Additional landscaping must be installed between the swim center and Gateway Drive.
9. The elevation of the swim center building facing Gateway Drive must include varying walls, planes or other architectural features to provide articulation to the building.

Attachments

Location Map

Applicant's Narrative

Current PUD Site Plan

Proposed PUD Site Plan

Current Landscape Plan

Proposed Landscape Plan

PUD Design Guidelines

Location Map





February 10, 2015

Re: PUD Amendment at the Gateway Commerce Center

Dear Coon Rapids City Council and Planning Commission:

This letter shall serve as a ^d request to amend the remaining undeveloped lots of the PUD at the Coon Rapids Gateway Commerce Center.

Last October, The Gateway Commerce Center requested a PUD Amendment for Lot 9 changing its use from a Bank to a Drive-Thru Restaurant. At that time it was suggested that H&W Family, LLLP should take a hard look at the current PUD and perhaps come in with a new PUD Amendment that allows the flexibility necessary to finish developing the parcels left which becomes an asset to both the City of Coon Rapids and its residents.

This letter is to request a revision of the remaining lots in the PUD which are: Lot 1, 2, 3, 4, 5, 6, 7, 10, and 13.

In 2006-2007 we spent over 1 year working with the city staff, planning commission, architectural city consultants, and the city council in order to produce a PUD that worked for both the City of Coon Rapids and H&W Family, LLLP. This process allowed for design guidelines to be created which governed the PUD and the site development. It was the intent of the PUD to allow for restaurants, drive-thru's, retail, office, gas, daycare, and medical. Since that time we have seen a real estate depression, economy recession, and a major change in the way retailers are now relying on internet sales. Therefore it is time to take a new direction with the Gateway Commerce Center which will add uses that are both attractive and market ready.

H&W Family, LLLP has worked very hard to make sure that all the current retail/gas/restaurant buildings were built at a high quality level which is an asset to the residents of Coon Rapids. Caribou, Holiday, and McDonalds are all extremely successful at this intersection and are exceeding sales expectations. This shows that the residents of Coon Rapids are extremely happy with these uses and this development thus far. Our intent is to go on having Grade A buildings and uses that meet the market demands.

Exhibit A, (below), illustrates a new PUD with some similar and new uses, similar use locations with flexibility, and the same design guidelines for quality that we have always had. As a developer, the hardest part of doing a commercial development is predicting the future. We tried that approach in the past with some success and some failure. Our new approach is the guide the uses and locations that are current with today's and we request location flexibility in order to attract the hotel, retail, medical, and restaurant users.

In the past we tied a use to a certain location. We have realized that is very challenging as all users like to have a say in their development location. Our request is to allow flexibility on the lot uses. An example is allowing the Hotel to be located in the development on several lots rather than one defined location. This way we can develop the land per the users request and bring you a use that the residents will enjoy.

In order to continue the success of the development, we are requesting one new use for Lot 1 and 2 located along Highway 10. A very well-known high quality business that is already location in Coon Rapids has requested a 6 acre site in this development. The Walser Group is looking to add another location in Coon Rapids which will serve as a New Car Dealership. Walser's name represents quality and their intension is to bring another high quality building and dealership to Coon Rapids. Gone are the old days of car dealerships and in its place has arrived car dealerships with Quality Buildings, Quality Products, and Quality Service.

The Walser building will be designed to incorporate elements of the design guidelines to continue the look and feel of the current development. You will see material choices and blend in with the other users in the development and their business will help support the addition of restaurants, Swim Clubs, Hotels, and others. The Walser dealership will bring new high tech jobs and sales jobs to Coon Rapids. It will draw customers



from all over the state of Minnesota which serves a positive impact for uses like restaurants and hotels.

Another exciting use we are currently working with is a Swim Event Center that will feature Swimming Meets, Swimming Lessons, and Swimming Therapy classes. This Event Center is sponsored by the local swim club chapter named The Great Wolf Swim Club. The club is already hosting events and teaching children to swim in the local communities around Anoka County. David Benz, the clubs director, has stated Anoka County's residents are in full support of this club which gives their children the opportunity to compete at the national level. This Swim Center would be like no other in the State of Minnesota and they will attract local swimmers, swimmers from the entire state, and swimmers from the Mid-West Region. The Swim Center will feature a competition pool, swimming lesson pool, and a therapy pool like none other. This facilities local and regional draw will again positively promote a hotel, restaurants, retail, and medical to the development.

H&W Family, LLLP's intent with this PUD Revision is to promote market uses, attract new retail, medical, restaurant, and hotel users to Coon Rapids. We have the ability to continue to make this development a huge success with your help. Our request is to allow for current lot uses, new lot uses, and to have more flexibility with use locations in order to deliver the City of Coon Rapids a High Quality Development that will continue to be successful for the long term.

Please feel free to contact the development team with any questions and thanks for your support.

Best Regards,

Jonathan Adam
Silverstone Realty
7955 Stone Creek Dr. Unit 130
Chanhassen MN 55317
(952) 856-6231
Jadam@silverstonemn.com

On Behalf of H&W Family, LLLP

Exhibit A:

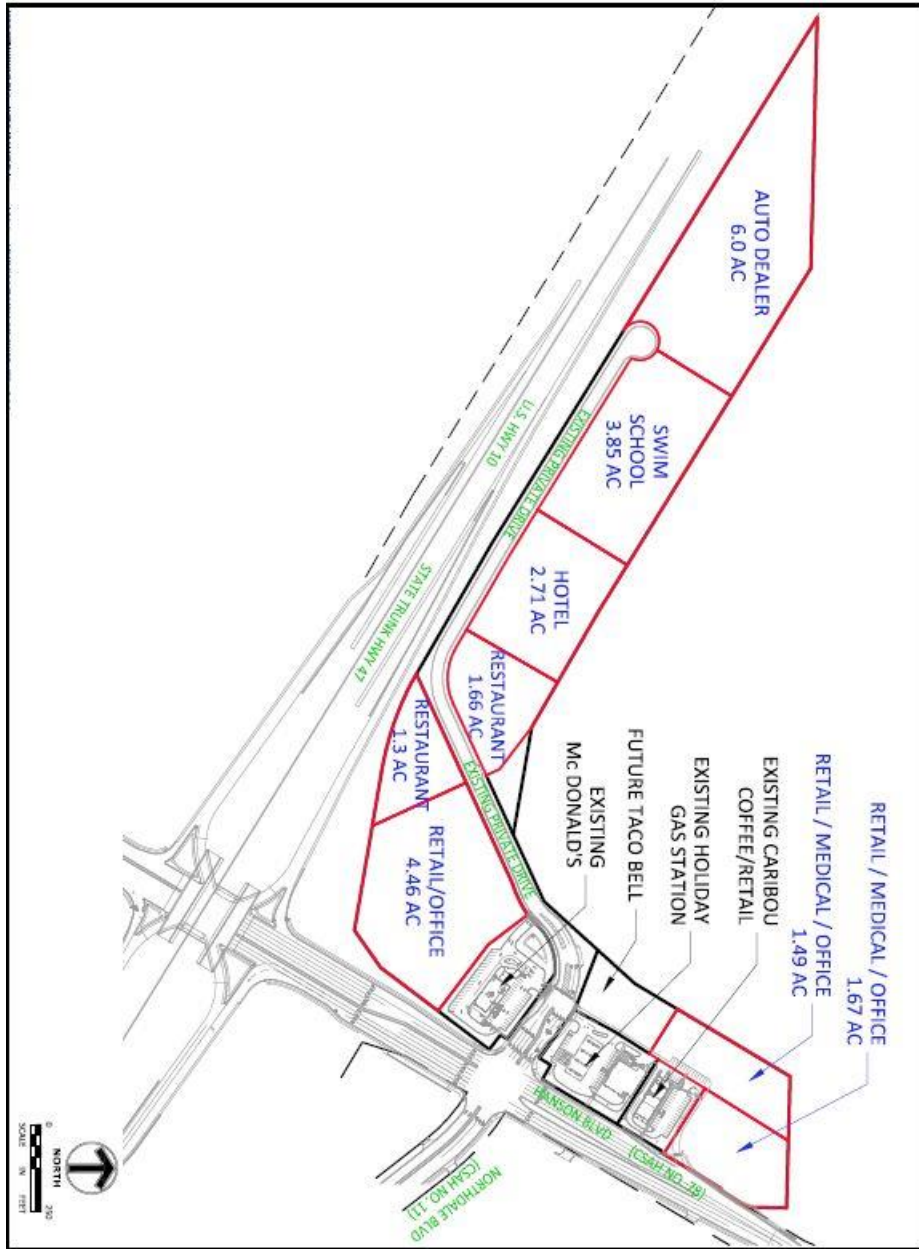


Exhibit B: PUD Change Requests:

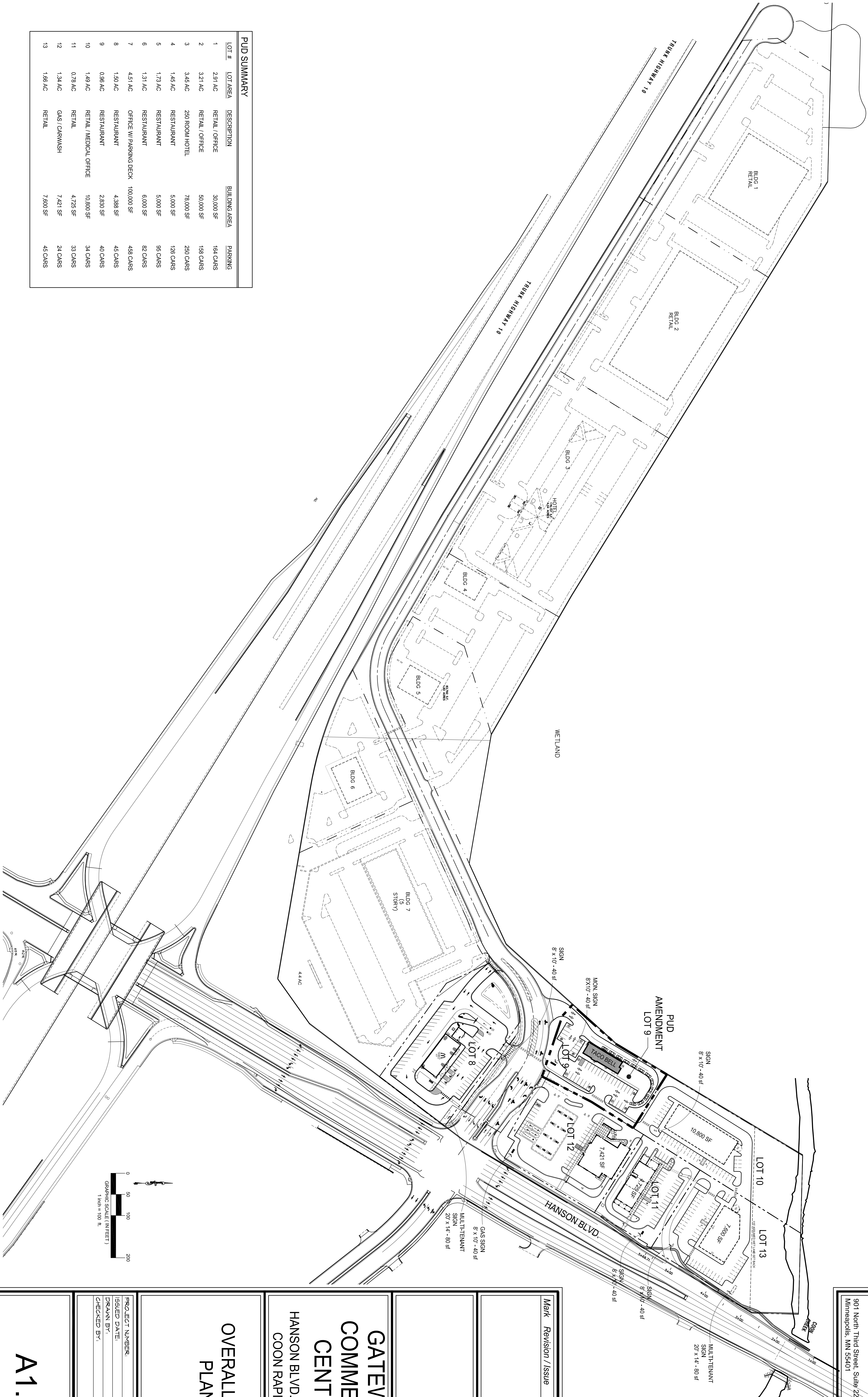
1. Allow Restaurant, Retail, Hotel, Medical, and Office uses on any of the remaining lots in the PUD where feasible with the same set of Design Guideline Standards which would not require a PUD Amendment Modification. (ex: A Hotel may be placed on Lot 3/4/6/7)
2. Allow for a New Use on Lot 1 and Lot 2 of an Auto Dealership.
3. Allow for a location modification to the existing cul-de-sac drive which moves it to the South East allowing for the use of developer corrected materials.
4. Allow for the same amount of sign locations along Highway 10 with a location modification.

Exhibit C: Auto Dealership Quality Building Example:



Exhibit D: Swim Club Pool Interior





PUD SUMMARY			
LOT #	LOT AREA	DESCRIPTION	BUILDING AREA PARKING
1	2.91 AC	RETAIL / OFFICE	30,000 SF 164 CARS
2	3.21 AC	RETAIL / OFFICE	50,000 SF 168 CARS
3	3.45 AC	260 ROOM HOTEL	78,000 SF 290 CARS
4	1.45 AC	RESTAURANT	5,000 SF 128 CARS
5	1.73 AC	RESTAURANT	5,000 SF 95 CARS
6	1.31 AC	RESTAURANT	6,000 SF 82 CARS
7	4.51 AC	OFFICE W/ PARKING DECK	100,000 SF 458 CARS
8	1.50 AC	RESTAURANT	4,388 SF 45 CARS
9	0.96 AC	RESTAURANT	2,890 SF 40 CARS
10	1.49 AC	RETAIL / MEDICAL OFFICE	10,800 SF 34 CARS
11	0.78 AC	RETAIL	4,725 SF 33 CARS
12	1.34 AC	GAS / CARWASH	7,421 SF 24 CARS
13	1.66 AC	RETAIL	7,600 SF 45 CARS

Mark Revision / Issue Date

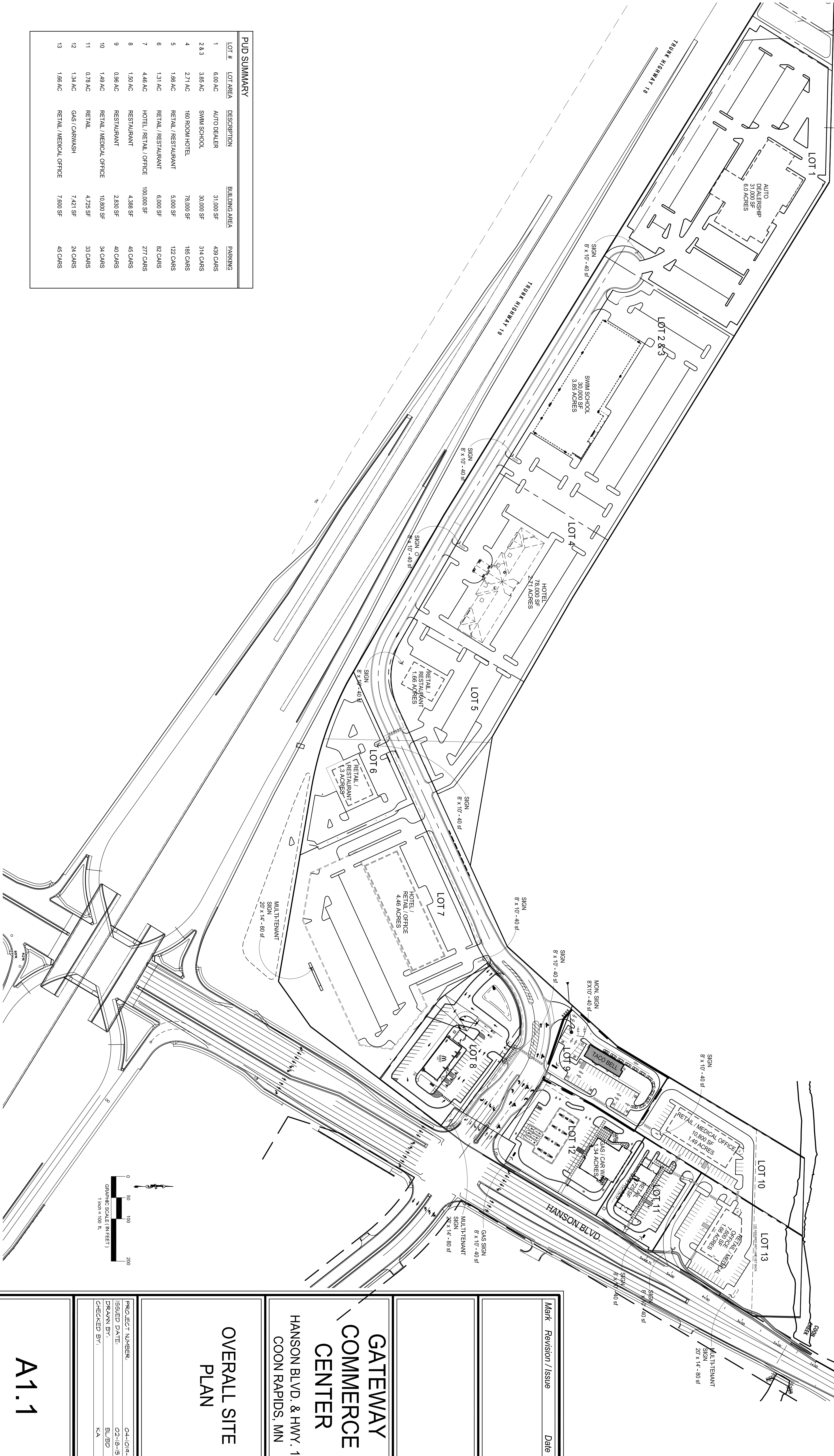
GATEWAY
COMMERCE
CENTER

HANSON BLVD. & HWY. 10
COON RAPIDS, MN

OVERALL SITE
PLAN

PROJECT NUMBER: 04-1014-C1
ISSUED DATE: 04-08-14
DRAWN BY: BL/BD
CHECKED BY: KA

A1.1



PUD SUMMARY			
LOT #	LOT AREA	DESCRIPTION	BUILDING AREA
1	6.00 AC	AUTO DEALER	31,000 SF
2 & 3	3.85 AC	SWIM SCHOOL	3,350 SF
4	2.71 AC	160 ROOM HOTEL	78,000 SF
5	1.66 AC	RETAIL / RESTAURANT	5,000 SF
6	1.31 AC	RETAIL / RESTAURANT	6,000 SF
7	4.46 AC	HOTEL / RETAIL / OFFICE	100,000 SF
8	1.50 AC	RESTAURANT	4,388 SF
9	0.96 AC	RESTAURANT	2,830 SF
10	1.49 AC	RETAIL / MEDICAL OFFICE	10,800 SF
11	0.78 AC	RETAIL	4,725 SF
12	1.34 AC	GAS / CARWASH	7,421 SF
13	1.66 AC	RETAIL / MEDICAL OFFICE	7,600 SF

Mark Revision / Issue Date

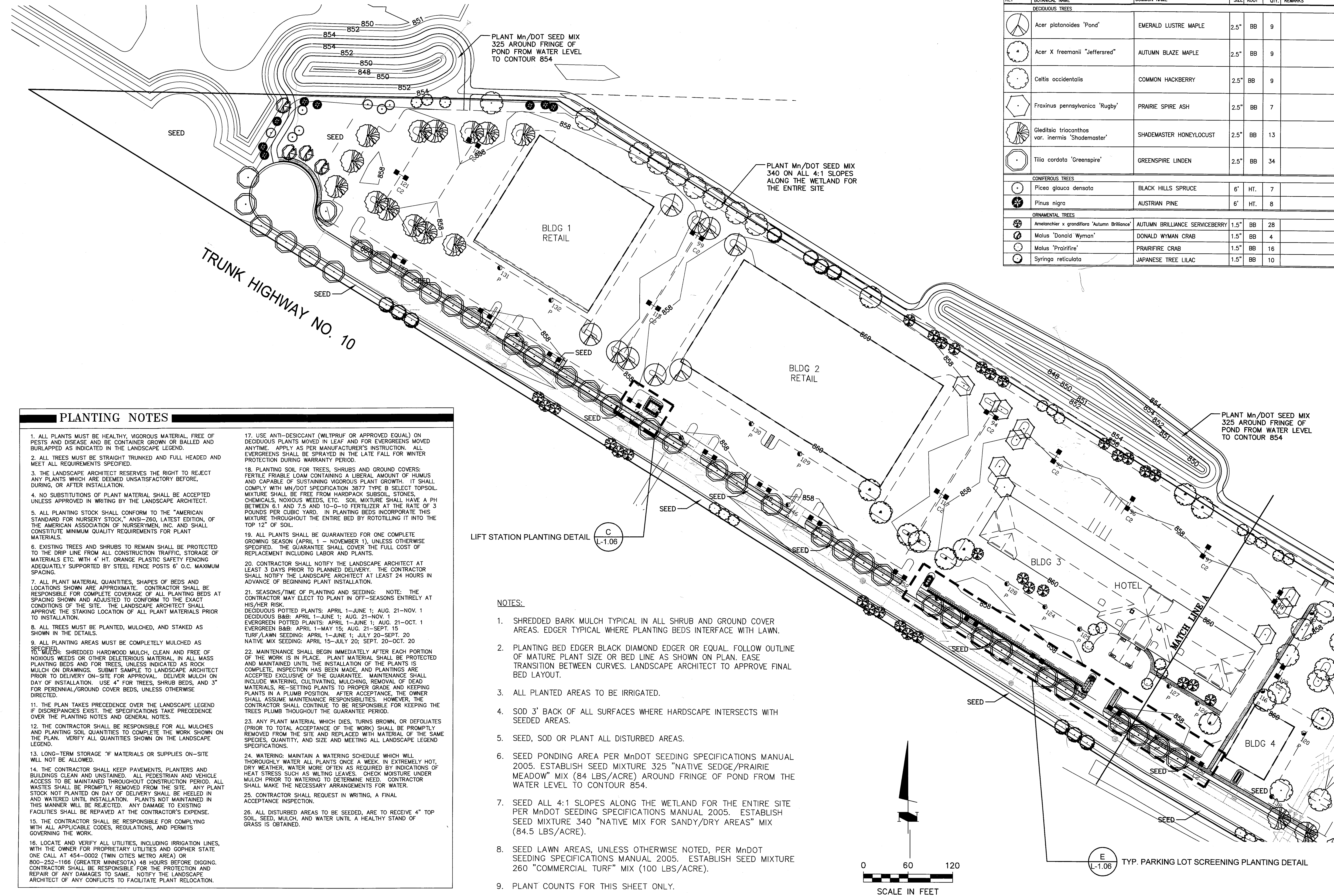
GATEWAY
COMMERCE
CENTER

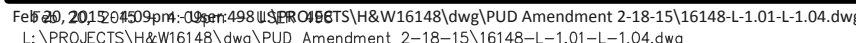
HANSON BLVD. & HWY. 10
COON RAPIDS, MN

OVERALL SITE
PLAN

PROJECT NUMBER: 04-1014-01
ISSUED DATE: 02-16-15
DRAWN BY: BL/BD
CHECKED BY: KA

A1.1





Client
H&W FAMILY
LLLP

**Project
GATEWAY
COMMERCE
CENTER**

Location
COON RAPIDS,
MN

Certification

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed LANDSCAPE ARCHITECT under the laws of the State of Minnesota.

William O'Leary

William L. Delaney
Registration No. 40252 Date: 02/20/2015

This certification is not valid unless wet signed in blue ink. If applicable, contact us for a wet signed copy of this survey which is available upon request at Sambatek, Minnetonka, MN office.

Summary

Designed: BDB Drawn: JMT
Approved: MCA Book / Page:
Phase: PUD Initial Issue: 02/20/2015

Revision History

No.	Date	By	Submittal / Revision
A	10/26/07	ELF	REVISIONS PER CITY COMMENT
B	12/07/07	LAW	REVISIONS PER CITY COMMENT
C	05.07.09	kit	PUD REVISION
D	06.07.13	kit	PUD REVISION
E	08.05.13	kit	PUD REVISION FOR McDONALD'S REVISED ENTRANCE
G	02/20/15	WLD	PUD REVISION

Sheet Title
LANDSCAPE PLAN
- SECTION A

Sheet No. Revision

L1.02 G

Project No. H&W16148



Planned Unit Development (PUD) Design Guidelines

NW Corner Hanson Boulevard and Highway 10
Coon Rapids, Minnesota

Credits & Acknowledgements:

We would like to thank the City of Coon Rapids planning staff, Planning Commission and City Council as well as the developer's engineers, architects and planners who attended the workshops and meetings and gave their input to shape the planning process. Their input has been invaluable in developing these design guidelines.

City Council

Tim Howe, Mayor
Denise Klint, Ward 1
Ron Manning, Ward 2
Paul Johnson, Ward 3
Joe Sidoti, Ward 4
Bruce Sanders, Ward 5
Scott Schulte, At Large

Planning Commission

Donna Naeve, Chair
Tom Greenwood, Commissioner
Denise Hosch, Commissioner
Todd Mensink, Commissioner
Margeret Murphy, Commissioner
Joy Pirkkl, Commissioner
Jenny Geisler, Commissioner

City of Coon Rapids

Marc Nevinski, Community
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Planning & Urban Design Consultant

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Ellen Stewart, ASLA, Landform
Teresa Forsberg, Assoc. AIA, Landform

Planned Unit Development (PUD) Site Development Agreement

The Planned Unit Development (PUD) Design Guidelines are intended to be part of a PUD Site Development Agreement which, together with the approved Preliminary Plat, will define the project scope and act as the guiding plan for the development of this significant corner. The Guidelines are intended to work in conjunction with and in addition to the Coon Rapids City Code standards. All construction is subject to abide by all codes and ordinances as adopted by the State of Minnesota, Anoka County, the City of Coon Rapids and all other pertinent regulations. The design guidelines shall prevail in the event of a conflict.

Table of Contents

I. Introduction to PUD Design Guidelines

- A. Purpose**
- B. Submissions, Review and Approvals Process**
- C. Introduction and Overview**

2. Commercial Design Guidelines

A. General

- 1) Land Use
- 2) Streets and Public Spaces
- 3) Open Space, Trails and Stormwater Management
- 4) Landscaping and Screening

B. Site Development

- 1) Building Orientation
- 2) Site Coverage
- 3) Parking and Service Areas

C. Architecture

- 1) Architectural Character
- 2) Building Massing and Form
- 3) Exterior Facades, Materials and Color Palette

D. Lighting and Signage

- 1) Lighting
- 2) Signage

I. Introduction to P.U.D. Design Guidelines

A. Purpose

The Planned Unit Development (PUD) Design Guidelines are intended to be part of a PUD Site Development Agreement which, together with the approved Preliminary Plat, will define the project scope and act as the guiding plan for the development of this significant corner. The developer intends to develop the site in phases and may sell individual lots or parcels to developers, builders or owner-occupants who would complete the approvals and build-out of their individual lots. The guidelines ensure quality and consistency within the overall development through the process. Guidelines address site design and layout, harmonious style and materials, building massing, materials, architectural features, site landscaping, lighting and signage to establish an overall aesthetic for the Gateway Commerce Center.



The guidelines serve the purpose of identifying elements and design criteria that must be incorporated into the project and communicate the expectations of the City to individual site builders, owners and tenants for each phase within the overall development.

Framework Principles for Coon Rapids

This Planned Unit Development should support the overall design principles for the City of Coon Rapids established in the Comprehensive Plan. These principles can be summarized as follows:

- 1) Enhance Coon Rapids' image.
- 2) Improve the public realm.
- 3) Preserve and protect natural resources.
- 4) Encourage complementary, adjacent uses & assets.
- 5) Attract new, desirable uses.
- 6) Expand connectivity for both automobiles and pedestrians.
- 7) Reduce negative impacts of development (*i.e. traffic congestion, stormwater run-off, etc.*).

B. Submission, Review and Approvals Process

These Design Guidelines will be finalized by City Staff and approved by the Planning Commission and City Council in conjunction with the Planned Unit Development (PUD) submission. This submission shall include all documentation itemized in the PUD Agreement for the entire development plan. The entire PUD shall be reviewed by the Planning Commission which will make recommendations to the City Council, who will consider approval of the entire PUD. The approved PUD submission documents, including the PUD Agreement and these Design Guidelines, will then form the basis for final site approvals for all or any part of the development. These guidelines are in effect and in conjunction upon approval of the final plat and PUD.

Final approvals for each individual lot within the PUD will go to the Planning Commission for review and final approvals, with appeal available to the City Council. However, proposed modifications which affect the entire PUD, such as road realignment or lot line adjustments, or any other substantial alterations to signage, lighting or landscape plans, will require City Council approval.

C. Introduction and Overview

These Design Guidelines are intended to provide a framework for the future development of this significant site in Coon Rapids. The Design Guidelines should provide a baseline for quality

development that meets the community's goals.

Goal 1: Preserve and protect natural resources

Goal 2: Respect the existing context while encouraging new, contextual responses

Goal 3: Establish a baseline for design and quality

Goal 4: Provide a unified, overall plan and image to be consistent with phased development

Objectives

The specific objectives for these Design Guidelines are:

- To establish a clear definition of urban design standards that informs property owners, developers, builders, tenants and current and future decision-makers
- To serve as a tool that planners and designers can use and incorporate into their plans to achieve and support the City's design objectives
- To act as a basis for a uniform and consistent review of development and redevelopment proposals by the City Council and Planning Commission

Format

This document is written with Intent Statements, detailed Guidelines and Illustrations. The Intent Statements present the overall goal for development and describe a desired outcome within the site or building design category. The Guidelines provide specific directions on how the intent should be met. The Illustrations are either sketches that further illustrate the Guidelines or photos presenting examples of how the Design Intent has been achieved in other projects.

Definitions

This document is written in common English with all terms as defined in the Merriam-Webster on-line dictionary (www.m-w.com). Land use terms shall be the same as defined in the City Code. The following terms are used frequently in the guidelines.

context: *the interrelated conditions in which something exists or occurs*

discourage: *to hinder by disfavoring*

encourage: *to attempt to persuade or to spur on*

shall: *used in laws, regulations, or directives to express what is mandatory*

should: *used to express a request in a polite manner or to soften direct statement*

2. Commercial District

A. General

The Gateway Commerce Center is expected to include a mix of commercial uses – both destination uses and local, neighborhood-oriented retail and business uses. One side of the Center fronts on Highway 10 and has good visibility to support destination commercial uses. The other side fronts on Hanson Boulevard where more neighborhood-oriented commercial and smaller retail uses are appropriate. Hanson Boulevard offers the only vehicular access into the site. A full-access intersection is planned at Northdale Avenue and Hanson Boulevard which is relatively close to the Highway 10 ramp entrance. A right-in-only access, also on Hanson Boulevard, has been approved by Anoka County. The City hopes to be able to provide an additional road connection to the site from the northwest, enhancing the existing access significantly and allowing for a greater variety of commercial uses.



The Center is also adjacent to significant natural resources. North of the site there is an expansive wetland and in the future the City or County may undertake wetland restoration and improvements. Directly across the street from the Center is Lions Park – a local park with trails that are expected to be extended on the north side of the site to connect to the regional trail system. There are residential neighborhoods adjacent to the park and wetlands, so the Center should provide a pedestrian-friendly environment along this significant resource as well as pedestrian connections throughout the site.



1. New development should consider the available site access. Uses shall not exceed the assumptions included in the Traffic Study for the Business Center in Coon Rapids, December 2004, which formed the basis for the design of the Hanson Boulevard and Northdale intersection improvements. Uses which exceed those assumptions and would result in an overall intersection level of service (LOS) below D, measured at either peak AM or peak PM hour, at the Hanson Boulevard intersections are not acceptable.
2. All new development should be sensitive to existing residential in the design and location of new uses and buildings with respect to shading, views, light and noise pollution; where necessary, appropriate screening or buffering shall be provided.
3. New development shall provide for pedestrian as well as vehicular circulation and shall create linkages to existing and proposed sidewalks and trails.
4. The northwest corner of Hanson Boulevard and Highway 10 is a key point that has been identified as a primary entrance to Coon Rapids and should be designed as a "gateway" to the City. Gateway elements could include both City and development identity features, incorporating signage and unique landscaping, walls or gates, water features and open space which offer views to the adjacent wetlands and ponds.
5. New development should be designed to value, respect and preserve identified natural features and resources. Natural amenities shall be incorporated as features within public spaces through innovative planning and design approaches.

1) Land Use

Intent:

To welcome a mix of high quality office, hospitality, service and retail uses -- both destination uses, and local neighborhood retail and business uses. Land uses should be diverse yet complementary and provide places for residents to meet and socialize.



- a) Development should include a range of commercial uses appropriate to the Coon Rapids area including office, hospitality, retail, service and other commercial uses.
- b) Large scale commercial uses should be concentrated along the Highway 10 entrance ramp, rather than on Hanson Boulevard.
- c) A mix of diverse yet complementary uses appropriate to this area should be located closer to Hanson Boulevard; neighborhood-oriented retail and service commercial uses that support the community and nearby residential neighborhoods such as drug stores, banks, specialty markets and local retailers are encouraged.
- d) Retail or service uses whose primary use includes tattooing, branding, body piercing, or uses subject to licensing under Title 5 of the Coon Rapids City Code, except for the sale of alcoholic beverages or the operation of a therapeutic massage enterprise, shall not be allowed.

- e) Destination, hotel, restaurant, recreational and entertainment uses, particularly mixed with compatible, complementary or other synergistic uses, are encouraged. Automotive repair/service uses or uses with excessively high traffic generation are discouraged.
- f) Buildings 4, 5, and 6 will be “full-service, sit-down” restaurants, where food is both ordered and served by wait staff. Drive-through service will not be provided at these locations.
- g) Uses appropriate to this area that enhance their business by providing drive-through services (i.e. convenience food/gas stations, banks, coffee shops and pharmacies) are permitted provided they are designed to minimize impact on local traffic circulation and limit conflicts with pedestrian access.
- h) Parking lots shall be allowed only as an accessory use, except for shared ramp parking which shall be limited to serving on-site uses. Shared parking is encouraged (see section which follows on parking and services areas).

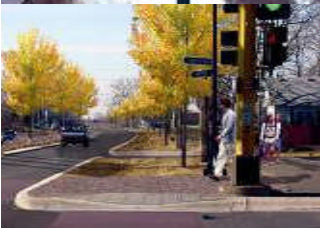


2) Streets and Public Spaces

Intent:

To provide a well designed public realm that combines access and safety for pedestrians and vehicles while enhancing connectivity between businesses, retail shops, restaurants, parking and public spaces through a logical, safe and well marked, vehicular and pedestrian circulation system.

- a) The central street through the development shall have a 60' minimum right-of-way (ROW) which shall include the following:
 - (i) Drive lane width not more than 36 ft., west of building seven to reduce impervious surface, discourage larger trucks and encourage traffic to slow down, especially through the more active areas of the development;
 - (ii) Sidewalks not less than 5 ft. wide on both sides of the street at the Hanson Boulevard entrance. Sidewalks not less than 5 ft. wide on one side of the street in locations where there are uses only on one side of the street;
 - (iii) Planted boulevard buffer 6 ft. wide between the curb and sidewalk with street trees to provide shade and a sense of scale. This boulevard may be reduced or terminated approaching intersections to allow for pedestrian crossings;
 - (iv) Street lighting that meets the design standards and provides for both street lighting and pedestrian lighting on sidewalks to add character to the street corridor;
 - (v) Where appropriate, areas for seating, street furniture or other pedestrian amenities such as benches, planters, walls, fences, bollards, banner poles, bike racks and other elements that enhance the public realm. These elements shall be managed and maintained to reduce visual and physical clutter while elevating the quality of the pedestrian environment;



- (vi) Where necessary, such as where the street ROW does not allow for a wider sidewalk; these amenities may need to be accommodated within the parcel boundaries.
- b) All street intersections shall be safe for pedestrians and include enhancements to safety such as textured-colored paving or striping to mark crosswalks, narrowed or throated intersections, pedestrian-oriented street lighting, landscaped boulevards buffering the sidewalks from busy streets and pedestrian crossing warning signage at major crosswalks and all trail crossings.
- c) The development shall provide pedestrian connectivity between uses (businesses, parking, open space, etc.) with a designated and well marked pedestrian circulation system that encourages parking and walking rather than driving to each destination within the center, as designated in the pedestrian trail plan.

3) Open Space, Trails and Stormwater Management

Intent:

To enhance and protect adjacent, natural resources while offering the public enhanced access, connectivity and preserved views along the edge of the existing wetlands and creek.



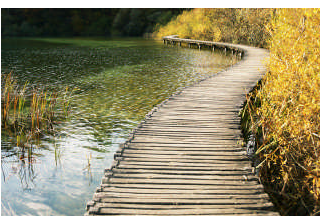
- a) The development has received approvals for stormwater management and the required ponds, located outside the lot lines, are shown on the master plan. Pond edges and landscaping should appear as natural as possible, discourage geese, prohibit wading and reduce algae and other unattractive, surface accumulations.
- b) Site development should encourage the reduction of impervious cover and increase on-site infiltration to reduce potential non-point, source pollution and contaminants from stormwater runoff, where feasible.



- c) Maintain the minimum 10 ft. parking setback on the northern edge of the development along the wetlands as an open-space corridor connecting the site from north to south. The City intends to work with the County to seek approvals for a future pedestrian boardwalk and/or trail as a pedestrian amenity along the north edge of the property. To coordinate with this future amenity, the open space corridor should include:



- (i) At least two paved pedestrian connections between this corridor (future boardwalk) and the sidewalks along the central street, as appropriate;
- (ii) An eight foot wide paved bicycle trail connection extending from this corridor along the north side of the central street to the Hanson Boulevard intersection, where the City intends to connect the trail to the existing bicycle trail at Lions Park;
- (iii) Well defined pedestrian connections pedestrian-oriented destination uses such as retail, cafes or restaurants; these connections may be shared between lots or uses;



- (iv) Pedestrian amenities where the paved bicycle trail connects to this corridor that could include places to rest with benches, bike racks, pedestrian-oriented lights, banner poles, planters, shade trees and similar elements;
- (v) Landscaping that acts as a year-round buffer, and make a harmonious transition from the more groomed landscaped areas to the more natural landscape of the wetland edges.

4) Landscaping and Screening

Intent:

To provide landscaping that enhances the public realm, preserves natural areas including areas with wetlands and contiguous, significant native vegetation, maximizes wildlife habitat corridors and water quality and provides a focal point for development. Landscaping plans for the entire PUD and each individual site shall meet the requirements of the City's landscaping standards for commercial developments to the extent possible and the goals of this section.



- (a) Where possible, utilize trees, shrubs and plant materials indigenous to this geographic location and soils, providing habitat value and promoting biodiversity through avoidance of monoculture plantings.



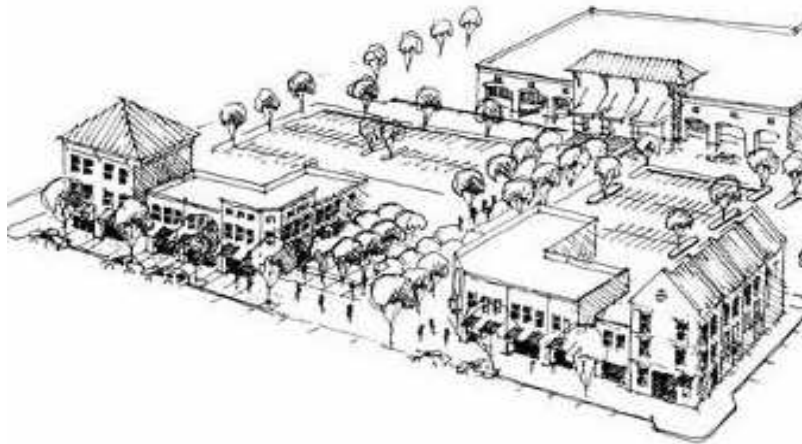
- (b) Maximize green space along the open-space corridor. Open space shall be planted with trees, shrubs, perennials and grasses to enhance the buffers for adjacent areas, reduce maintenance, reduce nitrogen usage and reduce water demands for irrigation while providing a focal point for development.

- (c) Provide street trees to frame the street and provide shade and scale with planting areas that are a minimum of 8 ft. long x 4 ft. wide to allow trees to grow to acceptable sizes. Structural soils (Cornell University Certified or equal) shall be the planting medium for all street trees.



- (d) Use a mixture of vegetation, berms, walls and fencing to screen areas such as parking lots, mechanical systems, transformers and loading docks. Screening materials shall be consistent with the building materials and other elements in the development. Fencing or a mechanical vent screen alone is not sufficient.

- (e) Off-street, surface parking areas shall include landscaped areas equivalent to 30 sq. ft. of landscaping for each parking space in the parking lot or not less than 10 percent of the area of the parking lot. Required landscaping shall take the form of planter strips, landscaped areas and perimeter landscaping. The landscaping shall be dispersed throughout the parking lot and must extend along the entire frontage of adjacent streets except for entry points. Planter strips shall be a minimum of five ft. in width.



- (f) Building facades and exposed foundations shall be articulated with landscaping to provide visual interest and soften appearances.
 - (i) Ornamental plant materials may be used such as flowering trees, shrubs and perennials.
 - (ii) Plantings shall be massed and scaled as appropriate for the building design.

B. Site Development

The overall development plan should be well laid out to ensure that all uses have good access, well located parking, safe, attractive pedestrian connections and adequate visibility. The development should be pedestrian-friendly and walkable for everyone whether arriving by automobile, motorcycle, bicycle, bus or foot.

I) Building Orientation

Intent:

To position buildings in a way that responds to climate and site conditions, provides good visibility to improve way-finding and enhances pedestrian accessibility.

- (a) All new development shall be sensitively designed and sited so as to preserve the key vistas from Hanson Boulevard through the site to the wetlands and creek.
- (b) Buildings shall be oriented and designed to consider sun and shade, wind exposure and snow drifting to avoid creating icy or dangerous conditions.
- (c) Building and paving setbacks shall be not less than 10 ft. on the wetland edge. Building setback shall not be less than 30 ft. from the Hanson Boulevard right of way and paving setbacks shall not be less than 10 ft. from the edge of the sidewalk easement.
- (d) Buildings along Hanson Boulevard shall be oriented to face the central parking area with well articulated facades. Service areas shall not face Hanson Boulevard.



Where commercial retail uses occupy the first floor, traditional storefronts (doors, display windows, or both) are encouraged to face towards the sidewalk.

- (e) Building entries shall be both visible and accessible by pedestrians from the main street (Hanson Boulevard or the new central street) and easily distinguished from the building facade; entrance areas shall be well lit, covered or protected from weather and include significant glazing and glass doors where the public will be entering the building.
- (f) Buildings may provide a second entrance from a side or rear parking lot, but the street-front entry must remain open during business hours.
- (g) Buildings shall be oriented to minimize views of service areas (service doors, equipment and loading docks) from public streets; access to these service areas needs to be provided at the alleys, sides or backs of the buildings.

2) Site Coverage

Intent:

To minimize impervious surfaces and stormwater run-off by reducing building footprints, reducing paved parking areas and providing more permeable surfaces.



- (a) Building footprints and site coverage shall be minimized through the use of multiple stories and more efficient layouts where feasible.
- (b) Impervious surface or hardscape should be minimized by reducing the width of drive lanes and parking lots and encouraging central structured parking or shared parking where possible. The developer is responsible for demonstrating parking adequacy based on time of use and demands of individual and surrounding uses.
- (c) Alternative materials such as permeable pavers, porous asphalt, vegetated roof areas, especially on the parking deck, and other innovative techniques to reduce stormwater run-off shall be encouraged.

3) Parking and Service Areas

Intent:

To encourage better site design including improved parking lot efficiency and ease of use while reducing the area of paved surface required and minimizing negative impacts of parking and service areas.



- (a) Parking lots shall be laid out for both efficiency and ease of use with entrances and exits clearly visible and marked.

- (b) Parking spaces should be a minimum of 9 ft. wide and 18 ft. long with a back-up area of not less than 24 ft. Up to 20% of the spaces provided in any parking lot may be designated for compact cars with parking spaces 16 ft. long.



- (c) Where appropriate and feasible, shared parking is encouraged to take advantage of varying parking demands between mixed uses and reduce the overall parking area on the site. The developer is responsible for demonstrating parking adequacy based on time of use and demands of individual and surrounding uses, using national standards for parking demand (such as ITE, APA, ULI, etc). If at any time, the planned uses change, the shared parking calculations would need to be reconsidered based on the proposed new uses.

- (d) Parking lots and driveways along Hanson Boulevard should be minimized. Where a driveway, parking lot or parking deck located along Hanson Boulevard should be well landscaped, screened and buffered with a combination of fencing, walls and plantings along the edge.

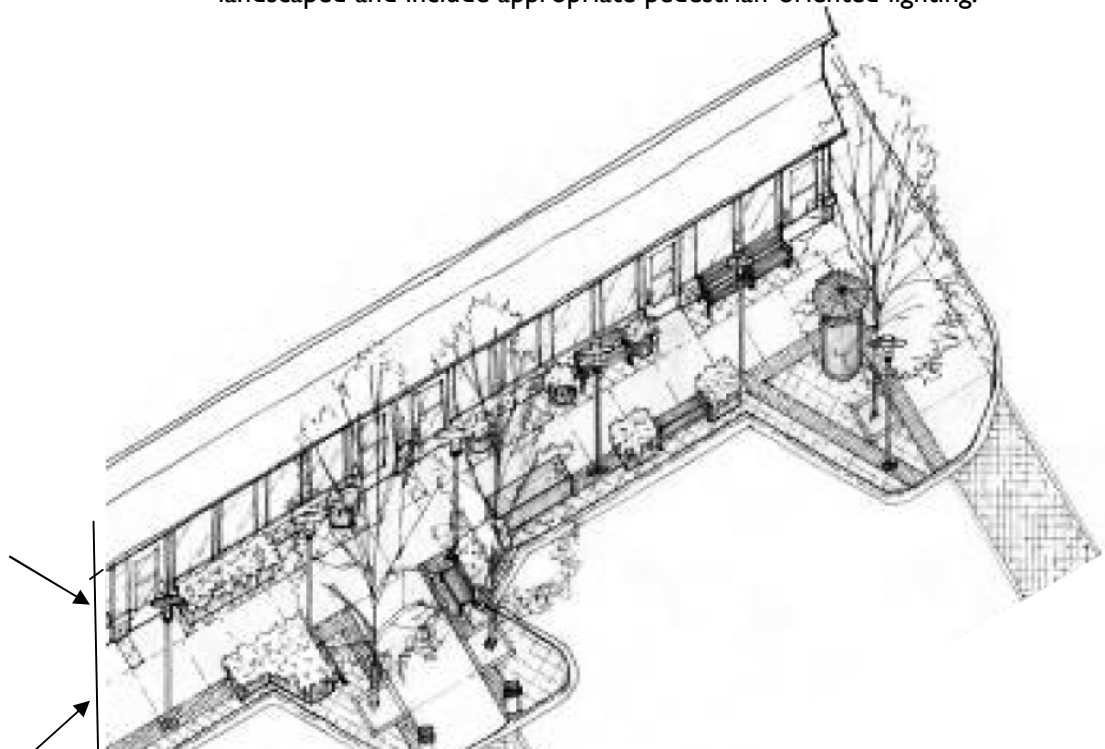
- (e) Where a parking lot fronts on the central street, Hanson Boulevard or the open space corridor, the lot shall be well landscaped and screened. Screening materials should include, singularly or in combination, ornamental fencing, walls, berms and plantings along the street edge.

- (f) Parking bays with an excess of 30 vehicle capacity shall be sub-divided with internal landscaping and pedestrian sidewalks or walkways to create the appearance of smaller parking areas. A bay consists of two rows of parking stalls nose to nose.

- (i) Pedestrian walkways should be well defined (raised, paved and/or marked) and provide pedestrians a safe route to a sidewalk, trail, public space or the entrance of a commercial building.

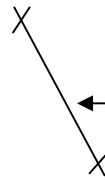
- (ii) Pedestrian walkways provided in larger parking lots should also be landscaped and include appropriate pedestrian-oriented lighting.

Shop-related
furniture &
amenities zone



5'-6' Walking Area →

Public Area:
trash receptacles,
newspaper stands,
streetlights, signs
& street trees
planted where
sidewalk widens



← Safe, well defined pedestrian
walkways across driveways and in
larger parking areas.



- (g) Parking decks or structures shall not be located along or front on the open space corridor. Parking decks or structures fronting Hanson Boulevard shall be designed to minimize the apparent height of the ramp and the top parking deck shall not be more than 3 ft above the most adjacent Hanson Boulevard sidewalk elevation. Landscaped screening requirements are the same as for other parking lots (see above) along Hanson Boulevard.



- (h) Buildings should be oriented to minimize views of service areas, service doors, meter banks and equipment and loading docks from the street. In addition, these areas should be screened with a combination of solid screening (walls or fences) and landscaping.



- (i) Screening materials should be of the same style, materials and palette as the buildings; metal fencing or a mechanical vent screen alone is not sufficient.
- (ii) Access to these service areas needs to be provided at the alleys, sides or backs of the buildings.



- (i) All mechanical equipment and trash areas shall be fully screened and coordinated with the architecture of the buildings, using the same materials and construction type as the buildings. Free-standing enclosures are discouraged and interior service areas are encouraged.

C. Architecture

The architecture of the development and all new buildings should be respectful of and relate well to the existing context – natural and man-made – in massing, materials, style and color that expresses complementary design and an appropriate sense of scale.

1) Architectural Character

Intent:

To define the quality and character of the architecture for all new buildings and structures within the development.



- (a) Buildings should be designed to relate well to the existing natural and man-made environment in massing, materials, style and color. The design of the landscape and hardscape elements should be well coordinated and harmonious with the building design and materials.
- (b) Buildings should be designed in an appropriate, regional style using materials appropriate to the Coon Rapids area; the appearance of native stone is preferred (or a suitably durable material with an appearance of native stone) for landscape walls, monument signs, signage bases, architectural features, decorative hardscape elements and for a building base or foundation material.
- (c) Parking decks and their access ramps or structures shall be designed to harmonize with the buildings they serve in layout, massing, materials, color and overall architectural quality and character in order to minimize their visual impact.
- (d) Corporate chains shall customize their architecture as needed to express their design “brand” in a way that does not dominate the development and harmonizes with the overall development context, colors, materials and style.
- (e) Green building and site design and sustainable design, construction and maintenance practices are encouraged, where feasible.

2) Building Massing and Form

Intent:

To define the quality and character of the architecture for all new buildings and structures within the development.



- (a) The development shall allow for a variety of building heights and masses as appropriate and feasible for the proposed uses. Multi-story buildings are more appropriate along Highway 10 and close to the Highway 10 and Hanson Boulevard corner than directly on Hanson Boulevard. Building massing should encourage views out to, and over the wetlands amenity.
- (b) Building massing and design elements should include an expression of a building base (ideally with the appearance of stone), a middle and a top with an expressed cornice line at the top of the first floor and the top of the building.
- (c) Buildings should be designed using the same quality materials on sides that are visible from public streets. Rear or non-street facing facades shall include designs and materials that relate to the front or street-facing facades.
 - (i) All facades shall be articulated with a variety of materials, glazing, awnings or other details to add visual interest.



- (ii) Roof lines and cornice details shall be completed in a three-dimensional manner so that the back of walls, roof features or any other unfinished areas are not visible.

- (iii) Buildings may have expressed front façades with unique designs or more significant amounts of glazing, decorative elements or materials.



- (d) Building design shall emphasize the pedestrian experience through the use of architectural features at the street level including awnings, canopies, stoops, porches, decorative light fixtures and material details to add scale and interest.
- (e) Drive-through facilities shall have a roof or canopy cover which is integrated into the architectural design of the building or made of materials which complement the architectural design.

3) Exterior Facades, Materials and Color Palette

Intent:

To establish requirements for the exterior materials, finishes and overall palette which support the quality of architecture within the development.



- (a) Buildings and site hardscape shall be constructed and maintained for permanence and longevity – durable, maintainable materials shall be used. Temporary buildings, metal or wood sheds, etc. shall not be permitted.
- (b) Buildings shall be designed with quality materials on all sides and all facades shall be articulated with a variety of materials, glazing or details to add visual interest. Materials shall include a variety of colors and textures that complement each other.
- (c) Buildings shall not have extensive areas of blank walls. Where windows or entrances are not possible, the architecture shall include varying walls, planes, materials, textures and colors to produce a better articulated and livelier building façade.
- (d) Signage and lighting that are integrated into the design of the building are encouraged (*see next section*).
- (e) Signage and lighting of corporate-branded buildings shall be designed to be integrated into the architecture of the building and the surrounding development, and not dominate the development.

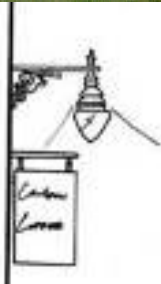
D. Lighting and Signage

Lighting and signage for the Center should be appropriate for the uses planned and oriented as appropriate to the highway, the boulevard and pedestrian routes into and through the site. Lighting and signage shall be designed, sited and lit in ways that do not distract drivers, create safety concerns or cause undue impact on the adjacent park and residential neighborhoods.

1) Lighting

Intent:

There should be a coordinated approach to lighting throughout the site that is appropriate for the uses planned and designed to have minimal impact on adjacent uses. Pedestrian-oriented lighting will be required on all streets, trails and sidewalks and public gathering places within the Center.



- (a) Lighting shall provide a well coordinated overall approach and incorporate both fixtures and lamps of similar types and colors throughout the development. A lighting plan and fixture specifications shall be included in the documents submitted to the City for approval.
- (b) Architectural lighting, particularly decorative, accent lighting, is encouraged to highlight building character, massing and design features, particularly where the building meets the pedestrian realm.
- (c) Building entries with commercial or public uses shall be illuminated. Appropriate design approaches include washing the entry surfaces and doorways with light, allowing building interior light to glow through glazing, or using well designed and directed decorative lighting attached directly to the building.
- (d) Buildings that front areas of high pedestrian activity, particularly along the wetland's public edge, are encouraged to use identity lighting to enliven the space. Identity lighting includes accent lighting for the illumination of signs, awnings or graphics as well as interior lighting in storefront windows. Appropriate design approaches include decorative lighting fixtures attached directly to the building, focused spot lighting on signs, awnings, or window displays and interior decorative or identity lighted signs such as neon that are positioned to shine through glazing.
- (e) Trails shall be provided with a minimum of lighting required for the safety of pedestrians, but it is generally assumed that park areas will not be used extensively after dark. Specific trail lighting is not required except where trails cross streets, access driveways, cross other trails or where pedestrian-oriented lighting should be provided for safe crossings.
- (f) Street lights, standards and bases should be functional and, coordinated with the, color palette, style and materials of the development, and be consistent throughout. Double-headed fixtures are recommended where both the street and pedestrian sidewalks are to be illuminated; otherwise, a single-headed fixture is acceptable. Fixtures and lamps shall be designed with a sharp cut-off angle and

shielded to direct light toward the ground to avoid shining unnecessary light upward to the sky.

- (g) Parking lots shall be lit with the same or similar style fixture as used for the street lights. Fixtures and lamps shall be designed for a wide-coverage area with a sharp cut-off to reduce both the number of fixtures required and glare of light spillage from parking areas.



- (h) All lighting fixtures, including spotlights, electrical reflectors and other means of illuminating signs, structures, landscaping, parking, loading and similar areas, shall be focused, directed and shielded to prevent horizontal glare, direct illumination of adjoining property or streets and upward light leakage.
- (i) Canopies shall not be lit, and lighting under covered drives or canopies shall not exceed the lighting levels appropriate for the functions and uses below; all fixtures shall be fully recessed, directed to reduce glare and screened to reduce visibility from the street. Fixtures shall be coordinated with the overall fixture types (style, materials, color and finishes), and lamps shall be of the same type and color as the lamps used in the Center's standard fixtures.
- (j) Lighting within parking decks shall not exceed the lighting levels appropriate for parking areas; all fixtures shall be located to reduce visibility from the street and screened to prevent glare. Fixtures shall be coordinated with the overall fixture types (style, materials, color and finishes), and lamps shall be of the same type and color as the lamps used in the Center's standard fixtures.
- (k) Security and service lighting shall be provided at all service areas and entries. Wherever possible, such lighting shall be controlled by a motion detector so that lighting is provided where and when it is needed for individual safety. Fixtures shall be building-mounted and designed to direct the light where needed and will not produce glare or light leakage. Fixtures shall be coordinated with the overall fixture types (style, materials, color and finishes), and lamps shall be of the same type and color as the lamps used in the Center's standard fixtures.
- (l) No mercury vapor utility lights or other light fixtures with high-intensity discharge lamps or bulbs that are not designed to limit, control light direction or shield the light source from view of neighboring residential properties shall be permitted.

2) Signage

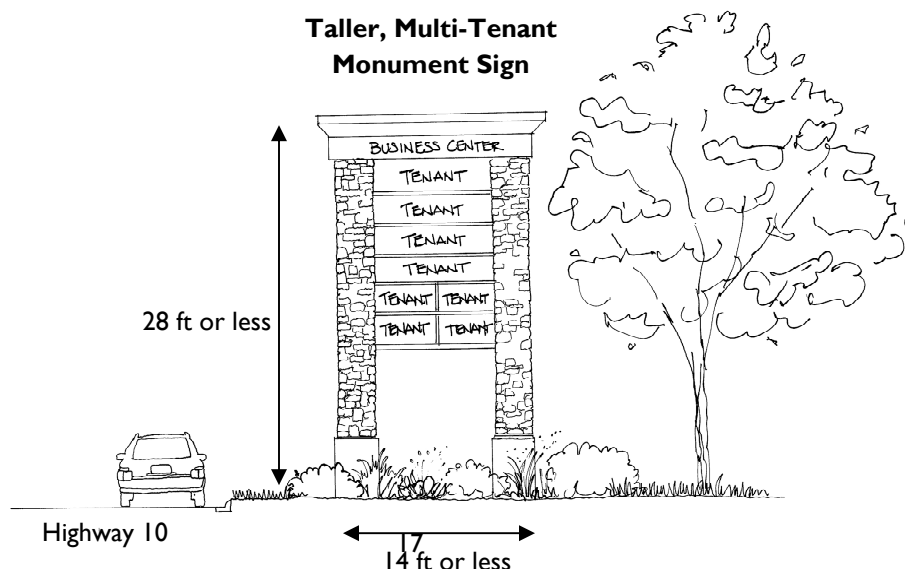
Intent:

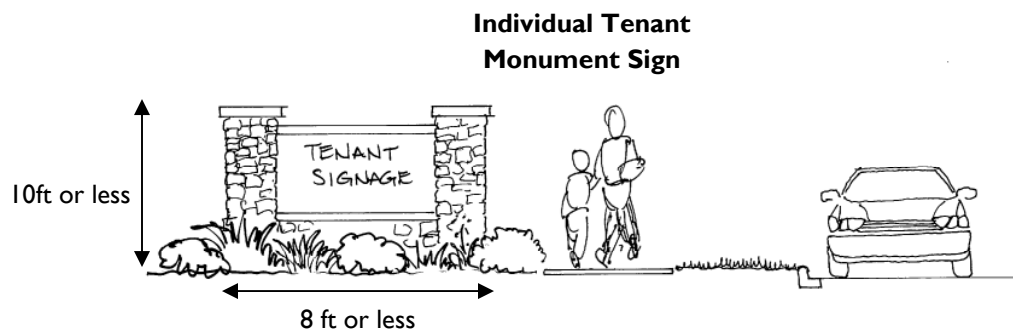
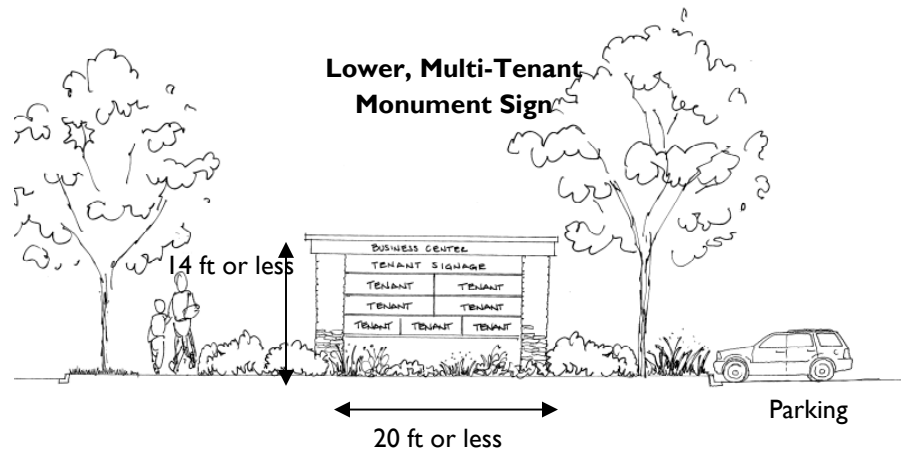
Signage is critical to both the character and the success of the Center, especially at night, so all signage (type, size, placement, materials, etc.) is subject to careful review by the City and must comply with the design guidelines as well as all zoning and signage ordinance requirements.

I.



- (a) All major site signage, as well as provisions for individual building signage and tenant signage, shall be included in the documents submitted to the City for overall site approval and in final approval submissions.
- (b) The Hanson Boulevard and Highway 10 corner is a prominent corner in the City and the Center shall locate an appropriate, welcoming identity element with signage, landscaping and lighting on the corner. This element may be integrated into the design of the corner building or parking ramp. Similar elements with signage, architectural elements, landscaping and lighting may be located at each street access or entrance to the site and shall be consistent with the primary corner feature.
- (c) The Center may locate appropriate monument identity signs on each street frontage; these monuments shall be of the same materials and color palette as the architecture of the Center, with the appearance of stacked native stone preferred. These signs may identify both the Center and individual tenants, as follows:
 - (i) Taller, multi-tenant monument sign located along the Highway 10 edge of the development (only one is allowed for the overall development, plus one such sign for a hotel); this sign shall be not more than 28 ft. in height and not more than 14 ft. in width and the actual back-lit sign area shall not exceed 180 sq. ft. per side in area. The sign shall be setback 50 ft. from the Highway 10 ROW;
 - (ii) Lower multi-tenant monument sign located on Hanson Boulevard (not more than two are allowed); this sign shall be less than 14 ft. in height and less than 20 ft. in width, and the actual back-lit sign area shall not exceed 140 sq. ft. in area per side;
 - (iii) Individual tenant signs (not more than one per lot is allowed); this sign shall be less than 10 ft. in height and less than 8 ft. in width, and the actual back-lit sign area shall not exceed 50 sq. ft. in area per side. These signs shall be located on the same lot as the tenant. However, the convenience store is allowed to locate its tenant sign along Hanson Boulevard.







- (d) Monument signs shall be spaced not less than 100 ft. apart; and shall be placed so that they do not impact safety by blocking motorist views of pedestrian crossings or oncoming traffic at intersections and driveways.
- (e) All monument signs shall be set back 10 ft. from any street ROW.
- (f) Exterior signage shall be fixed and stationary with no electronic, flashing, changing or moving elements. *(coordinate with City policy re: moving signs)*
- (g) Building signage and graphics shall be integral to the building architecture or used as a decorative, design element. More traditional awnings, hanging signs or architecturally integrated signs that are lit by traditional lighting fixtures (spots, sconces, etc.) are encouraged. Large areas of back-lit signage are discouraged and back-lit awning or canopy signs are not acceptable.
- (h) Interior signage, such as decorative neon, moving or other decorative sign types are desirable in limited size when displayed within storefront windows in the interiors of buildings.
- (i) Corporate chains are encouraged to customize their architecture to express their design “brand” within a design, context and material appropriate to the character of the development and should not rely solely on corporate signage. Corporate signage shall be high quality and well integrated into the design of the buildings in a way that does not detract from the overall design of the development.
- (j) The development shall provide both auto and pedestrian way-finding signs and other environmental graphics to supply directions to the pedestrian. This shall be done in a comprehensive and unified manner for the entire development. The proposed graphics should be included in the submission documents for final approvals.

[End of Design Guidelines]



Planning Commission Regular

2.

Meeting Date: 03/19/2015

Subject: PC15-6, Preliminary Plat, Salvation Army, Coon Rapids Blvd Extension and Vale Street

From: Scott Harlicker, Planner

INTRODUCTION

The applicant is requesting preliminary plat approval of TSA ARC. The Salvation Army facility currently under consideration is located on the subject property. The applicant is proposing to replat the property into two lots.

ACTIONS

Conduct of public hearing

Recommendation by Planning Commission

Decision City Council on: March 3

60 DAY RULE

The applicant submitted this application on: January 12

To comply with the 120-day consideration requirement, the City must make a decision by: May 12, 2015

LOCATION

The property is located south of Coon Rapids Boulevard Extension, east of Coon Rapids Boulevard and west of Vale Street.

	Existing Use	Comprehensive Plan	Zoning
Subject Property	Vacant	Industrial	Industrial and River Rapids Overlay District
North	City park	Park, Recreation and Preserve	PORT
South	DOT self storage facility	Industrial	Industrial and River Rapids Overlay District
East	Railroad tracks	Rail	Industrial
West	Coon Rapids Boulevard	ROW	N/A

DISCUSSION

Background

The subject property is 10 acres in size and is proposed to be developed as a rehabilitation facility by the Salvation Army. The plat includes properties and street right-of-way that were plated as part of Coon Grove subdivision in 1958. The proposed plat will take those lots and plat them as two lots and plat right-of-way for Coon Rapids Boulevard. The two lots total 5.13 acres and the street right-of-way is 4.87 acres.

Analysis

Both parcels meet the dimensional requirements for the Industrial district. The property is platted as two parcels because part of the parcel is a "Torrens" property and part is "Abstract" property. The portion of the property that has gone through a Torrens procedure, which is a legal procedure that establishes the legal description of a lot, can not be combined with with property that has a typical abstract legal description.

Existing Street Right-of-Way

The existing plat of Coon Grove includes right-of-way for three streets, Ripple Lane, Oak Street and Brookview Place. These street were platted but were never constructed. These right-of-way will have to be formally vacated by the City as part of this platting process.

Park Dedication

The subject parcels were previously platted as part of Coon Grove (1958), Auditors Sub. 57 (1948) and the remainder is unplatted. Since park dedication was not paid as part of the previous plats, park dedication fee in the amount of \$20,520 (5.13acres x \$4,000 acre) will be due at the time of final plat.

RECOMMENDATION

In Planning Case 15-6, the Planning Commission recommend approval of the preliminary plat for TSA ARC with the following conditions:

1. All comments of the Anoka County highway Department be addressed.
2. All comments of the City Engineer be addressed.
3. The street right-of-way for Ripple Lane, Oak Street and Brookview Place be vacated by the City.
4. Park dedication in the amount of \$20,520 be paid prior to releasing the plat for recording.

Attachments

Location Map

Preliminary Plat



SITE

COON RAPIDS
BLVD EXT

COON RAPIDS BLVD

COON RAPIDS BLVD

VALE ST

EAST RIVER RD

EAST RIVER RD

EAST RIVER RD
COON RAPIDS BLVD

REDWOOD ST

Preliminary Plat of: TSA ARC

CITY OF COON RAPIDS PLAT ONE

RLS NO. 75

COON RAPIDS BOULEVARD EXTENSION

VALE STREET

OAK STREET

EAST RIVER ROAD

COON RAPIDS BOULEVARD

Block 1

Lot 1

Lot 1A

Block 2

Block 3

Block 4

Block 5

Block 6

Block 7

Block 8

Block 9

Block 10

Block 11

Block 12

Block 13

Block 14

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Planning Commission Regular

3.

Meeting Date: 03/19/2015

Subject: PC 15-5, Site Plan, Salvation Army, Coon Rapids Blvd Extension and Vale Street

From: Scott Harlicker, Planner

INTRODUCTION

The applicant is requesting site plan approval and use flexibility to construct a 103,000 square foot adult rehabilitation facility. The facility will house up to 120 residents and include donated materials processing center and administrative and support functions. The granting of use flexibility is required for for the residential component of the facility.

ACTIONS

Conduct of public hearing

Recommendation by Planning Commission

Decision City Council on: April 7

60 DAY RULE

The applicant submitted this application on: January 12

To comply with the requirements of Minnesota Statute §15.99, the City must approve or deny the application by: May 12

LOCATION

The property is located south of Coon Rapids Boulevard Extension, east of Coon Rapids Boulevard and west of Vale Street.

	Existing Use	Comprehensive Plan	Zoning
Subject Property	Vacant	Industrial	Industrial and River Rapids Overlay District
North	City park	Park, Recreation and Preserve	PORT
South	DOT self storage facility	Industrial	Industrial and River Rapids Overlay District
East	Railroad tracks	Rail	Industrial
West	Coon Rapids Boulevard	ROW	N/A

DISCUSSION

The applicant is proposing to construct a 103,000 square foot adult rehabilitation center. The facility includes 60,000 square foot processing center for donated materials, 25,000 square feet for administrative and support functions, and residential housing for up to 120 adults. The site plan includes 54 parking spaces, a service area and loading area, three driveways off of Vale Street.

Site Plan Criteria

Required Finding - Chapter 11-325 - General Requirements for All Site Plans	Staff Analysis and Comments
(1) Be compatible with surrounding land uses	OK - The proposed site plan is compatible with the adjacent land uses.
(2) Preserve existing natural features whenever possible	N/A - There are no natural features to preserve.
(3) Achieve a safe and efficient circulation system	OK – The drive aisles are of sufficient width to allow for safe and efficient traffic circulation. Access to the site is limited to Vale Street.
(4) Not place excessive traffic loads on local streets	NO – Traffic study is currently being conducted. the results of that study are not yet available.
(5) Conform to the City’s plans for parks, streets, service drives, and walkways	NO – A sidewalk should be shown along Coon Rapids Boulevard.
(6) Conform to the City’s Goals and Policies	NO – The residential component requires the granting of use flexibility. See discussion below.
(7) Achieve a maximum of safety, convenience, and amenities	OK – An internal sidewalk system connects the building entrances with the parking lot. Lighting is provided for the parking lot and driveway. The lights will have shields and cut offs so that the light is directed away from adjacent properties. The lighting plan complies with city ordinance.
(8) Show sufficient landscaping	OK – See discussion below.
(9) Not create detrimental disturbances to surrounding properties	OK – The project will not create disturbances which will be detrimental to the surrounding properties.
(10) Meet Title 11	OK - No variances are required.
(11) Show efforts to conserve energy whenever practical	OK - Landscaping is provided to provided shade for the parking lot.

River Rapids Overlay Development Guidelines

RRO Standard (Chapter 11-2700)	Proposed
Two-Story Expression, 11-2711(1) Pitched roofs, dormers, gables containing windows	OK – The building is a mix of one story and two stories.
Building Massing, 11-2711(2) Staggered components, columns, recessed entry areas, avoid long, even facades	OK – The building has three distinct components to it. Each section has a different angle than the others and provides a staggered appearance to the building.
Facades, 11-2711(3) Articulated building facades, 20 to 30 intervals	OK – The different building materials, windows, and different angles provide articulation to break up the facades of the building.
Varied Roof Shapes, 11-2711(4) Variety (pitched roofs, dormers, chimneys, parapets, cornices)	OK – Even though the roof shapes are flat on each section of the building, The different roof heights provide the needed variety.
Focal Features, 11-2711(5) Focal element (canopies, porticoes, overhangs, arches, recesses/projections, peaks/parapets over doors) on each building	OK – The entrance, and chapel are the focal feature of the building.

Canopies/Awnings/Entry Treatments, 11-2711(6) Entries or focal features facing public streets	OK –The main entrance of the building is set off by a vestibule, windows and a landscaped plaza.
Building Materials, 11-2711(7) High-quality materials (brick, natural stone, stucco, textured cast stone, fiber-cement siding; no steel panels, aluminum, vinyl, or fiberglass siding); 30% of facades facing a street must be brick or natural stone.	OK - The exterior of the building includes a variety of materials. Exterior materials include brick, glass, pre-formed concrete panels. The concrete panels have a stucco finish to them. The building elevations exceeds 30% brick or stone. The variety of materials is carried through on all sides of the building. The trash compactor at the rear of the building should be screened from Vale Street with a masonry wall.
Windows and Doors, 11-2711(8) Primary street level façade between 3 and 8 feet above grade must be 60% glass	OK - Windows are included on all three sections of the building.
Outdoor Spaces, 11-2711(9) Plazas, seating areas, outdoor furniture	NO – Seating should be provided in the plaza area in front of the main entrance. There is a landscaped plaza at the front entrance.
Parking, 11-2711(10) Locate parking to rear or sides of buildings.	OK – Parking is provided in the front of the building. The shape of the building, the lot and the need to have parking adjacent to the front entrance limit where the parking can be located. The parking is limited to one parking bay. The parking is 15 feet higher than Coon Rapids Boulevard and is setback 100 feet from the road which limits its visibility from the street.
Pedestrian/Bicycle Access and Circulation, 11-2711(11) Complete system from public ROW to buildings; minimum 5' wide sidewalks	NO – The sidewalk connection should extend from building to the trail along Coon Rapids Boulevard Extension.
Urban Design Furniture/Amenities, 11-2711(12) Compatible furniture/amenities (benches, trash receptacles, pedestrian-scale lighting, bicycle racks)	NO - Benches and a trash receptacles should be provided at the entrances.
Landscaping and Screening, 11-2711(13)	OK - See discussion below.
Lighting, 11-2711(14) Accent lighting for building facades; compatible with applicable standards	N/A – No accent lighting is proposed for the buildings

Grading and Drainage

The Assistant City Engineer is currently working with the applicant on addressing stormwater management issues. The issues are significant enough that their resolution might impact the design or layout of the site plan. His comments are attached.

Landscaping

The landscape plan includes sufficient landscaping on the site. It has a mix of evergreens and overstory trees for screening, and ornamental trees and shrubs for decoration. The overstory trees are a mix of maple, linden and hackberry, along with some oaks and honey locusts. The evergreens are blackhills spruce and the ornamental are a mix of crabapple and lilac.

Traffic

Coon Rapids Boulevard is a county road. Because of the crash and operational issues at the intersection of Coon Rapids Boulevard and Coon Rapids Boulevard Extension, the County requested a traffic analysis to determine the how the traffic generated by this project will impact the intersection. To date the applicant has not provided that data.

Use Flexibility

The applicant is requesting use flexibility for the residential component of the project under Section 11-1003.16. Use flexibility may be approved provided the use significantly advances the intent of the River rapids overlay District found in Section 11-1003.1:

(1) This Section intends to protect the health, safety, and public welfare through the adoption of official overlay controls that encourage compact, vigorous, mixed use development, tied to a common theme that encompasses the heritage and qualities of the Mississippi River along the Coon Rapids Boulevard corridor.

Although this project presents a mixed use development, and can be thought to be compact, "vigorous," meaning "strong, healthy or energetic," simply mixing residential with a materials processing plant does not really enhance this property. This facility is set to be operated during normal business hours. Historically, residential uses are not compatible with industrial uses, so if the processing does not occur 24/7, there would seem to be little need for on-site personnel. Vigorous implies also enhancing the property to make residential life more enticing at this area. One might think of a high-tech computer use, where staff needs to be available 24/7 for monitoring and repair, and the company would provide amenities such as coffee shops, athletic opportunities, and the like to create a more livable situation.

(2) A linear system of Ports, as regulated by Section 11-903, will promote clustering of commercial uses. Varied density residential development throughout the district, and especially between the Ports, will establish the level of vitality and intensity needed to support compatible retail and service uses. Especially between the Ports, uses should serve the needs of nearby neighborhoods. Development throughout the District should foster a sense of community, that is, the opportunity for people to travel comfortably throughout the District, conduct business, and meet neighbors.

This does not seem to meet this section because the personnel who would live at the site would be essentially isolated from the community. It is difficult to conceive how their presence would otherwise support whatever uses are nearby.

(3) Only mutually compatible uses shall be allowed through a combination of careful planning, innovative urban design, and coordinated public and private investment. Uses, building designs, placement of building edges, and landscaping, parking, and walkway treatments must create a neighborhood-oriented, pedestrian-friendly environment.

This is simply a materials processing facility that adds living space, and seems to incorporate none of the above enhancements.

In addition, the Commission must find the following:

- The modification is necessary to develop the property in an efficient, well-organized way;

This property can easily be developed without a mixture of uses. In fact, the addition of housing would seem to complicate the use of the property, and make it less efficient and organized due to the perceived conflicts in compatibility.

- The plan provides significant site amenities, buffers, and other elements to offset any potential harmful effects that could be caused by the use; and

The plan does provide some small additions, such as athletic facilities on ground, but they are not adequately designed or themselves enhanced so as to mitigate the incompatible use with other nearby industrial uses.

- The use does not detract from uses in Port Districts.

Nearby Port Riverwalk is designated to be mostly residential, and of higher density to accommodate a variety of income groups and living styles. Allowing housing in this industrial district would seem to detract from that use.

RECOMMENDATION

In Planning Case 15-5, the Planning Commission recommend denial of the proposed site plan because the outstanding grading and drainage issues have not been addressed and the traffic data has not been provided. Staff also recommends the Commission recommend denial of "Use Flexibility" for the proposed residential use because the request does not meet the necessary findings as outlined above.

Attachments

Location Map

Applicant's Narrative

Site Plan

Grading Plan

Landscape Plan

Elevations and floor plans

Engineering Comments

Location Map





USA Central Territory
The Salvation Army

"...there is no reward equal to that of doing the most good to the most people in the most need." -Evangeline Booth

January 12, 2015

City of Coon Rapids
Attn: Scott Harlicker, Planner
11155 Robinson Drive
Coon Rapids, MN 55433-3761

**Re: The Salvation Army ARC
Coon Rapids Boulevard Extension Land
Preliminary Concept Review**

Mr. Harlicker,

This letter serves as an introduction and overview of The Salvation Army Adult Rehabilitation Centers (ARC), the history of the program and its proposed plans for the development of the properties at Coon Rapids Boulevard Extension and Vale Street in Coon Rapids.

Introduction to The Salvation Army

The Salvation Army is an international religious organization with origins dating to the 1850's in London, England. The Salvation Army's presence in the United States dates to 1880, and today The Salvation Army has four U.S. Territories (Central, Eastern, Southern and Western) in the United States that supervise 7,821 units of operation; this includes 119 Adult Rehabilitation Centers throughout the country.

The local ARC has operated in the "North Loop" of Minneapolis at 900 N 4th Street since 1964. Prior to this date, the program operated out of what is now the Nicollet Island Inn at 95 Merriam Street for approximately 50 years. Over these years, The Salvation Army has viewed its presence as part of the local and regional service infrastructure of the metropolitan area.

Due to deteriorating structural conditions and functional obsolescence of many aspects of The ARC's current facility, the replacement and move to Coon Rapids is proposed. In addition to evaluating the option of redevelopment and reuse of the existing ARC site, a search for a replacement facility has been underway for approximately 5 years. Site and building condition, size, layout and location are but several of the factors that have been part of this relocation evaluation process. The property under consideration in Coon Rapids has adequate land area and access to accommodate the differing uses required for the program.

About the ARC

The Salvation Army's Adult Rehabilitation Centers provide spiritual, social and emotional assistance for men and women who have lost the ability to cope with their problems and provide for themselves. Each center offers a day-to-day work therapy environment for its beneficiaries, group and individual therapy and residential housing, all in a clean, wholesome environment.

The physical and spiritual care that program participants receive prepares participants to re-

TERRITORIAL LEGAL DEPARTMENT

10 West Algonquin Road • Des Plaines, IL 60016

phone 847.294.2157 • fax 847.294.2296

André Cox, General

Paul R. Seiler, Territorial Commander

Founded in 1865 by William & Catherine Booth

www.usc.salvationarmy.org

enter society and return to gainful employment.

Every potential participant undergoes a comprehensive intake interview to ensure the ARC program is the best possible match for their needs. If the interview process determines it's not, The Salvation Army makes every effort to refer individuals to a program that will fit their needs.

A long-term commitment of at least six months is required so patterns of poor decision-making can be broken and replaced with positive life choices – changes that will help participants become productive citizens of their community.

The size and scope of the ARC vary based on location, and are generally programmed to accommodate the ongoing operational and service needs of the region served. The proposed ARC operation consists of the following minimum program elements:

PROGRAM SUMMARY	
Warehouse/Processing Center (minimum)	60,000 sq. ft.
Administrative and Support Functions (classrooms, dining etc.)	19,731 sq. ft.
Residential Housing (approximately 120 residents)	17,618 sq. ft.
Chapel	<u>5,707 sq. ft.</u>
TOTAL (approximate)	103,055 sq. ft.

Land Use and Zoning Compatibility

The property is currently located within the River Rapids Overlay District with an underlying Industrial District zoning, which allows a wide range of uses. The site consists of a total of 5.1 acres of land. The subject property is a unique site bordered by three roads and a railroad. Adjacent zoning immediately to the south is industrial and developed as a storage facility. Across the railroad tracks is high density residential. Property to the north and east of the site across Coon Rapids Boulevard Extension and Coon Rapids Boulevard is the Port zoning district designated as another redevelopment area. This subject property has been vacant for many years with minimal redevelopment interest. The site has limited access to serve well as a commercial redevelopment. This proposal is a great opportunity to reclaim use of an otherwise isolated parcel through an attractive mixed use redevelopment that serves a broader community purpose. The site design, landscaping, and building design meets the objectives for redevelopment within the River Rapids Overlay district while providing compatible uses to the existing neighborhoods.

As described in the above program summary, a principal element of the ARC operation is its processing facility operation. The Salvation Army receives donated "clean" goods (clothing, furniture and miscellaneous household items) from donors throughout the Twin Cities area. These goods are commonly donated at Family Stores or through the neighborhood pick-up program operated by The Salvation Army (1-800-SA-TRUCK). These goods are transported to the ARC facility through The Salvation Army's fleet of trucks, processed, sorted, repackaged, shopped and re-stocked at Family Store locations. Goods that are damaged or not marketable will be recycled or sold in bulk. The Salvation Army does not take donations of paints, solvents or other potentially hazardous materials or goods in its processing operation. The plans for development on this 5.1-acre site for an approximately 107,000 square foot facility will provide sufficient warehouse and processing space as The Salvation Army's processing center operational needs grow in the future.

The warehousing, administrative, support functions and chapel operations are compatible with the current zoning of the surrounding uses. The Family Store, which is commonly incorporated into the site development, is not proposed for the subject property. However, a donation center drop-off area will be incorporated into the site plan.

The residential component functions as supportive housing for up to 100 individual men who participate in the ARC program, which is based in religion and is not licensed or regulated by any governmental agency. While residing on the premises, the participants are required to be involved with work therapy on the premises or at a local Family Story location and adhere to strict policies concerning conduct, including routine testing for drug and alcohol use. Participants who do not adhere to the policies of the ARC are referred to other service providers in the Twin Cities metropolitan area. The housing units are a congregate-style living arrangement, with 4-8 individuals per room, with common area restrooms, shower rooms and recreational space. There is a resident manager on site 24 hours per day to manage the day-to-day functions of the residential operation. The intent is an integrated "live-work" campus, which allows participants convenient access to their daily work therapy location on campus as well as dining, recreation, worship and other services integral to their successful participation in the program. Of the 119 ARC facilities currently operating throughout the United States, all currently function in this integrated "live-work" campus setting.

While participants' daily needs are accommodated on the campus, the participants are not detained in the facility and are free to come and go during certain times of the day and week to maintain a routine and connections to the community.

Development Plan for Coon Rapids Boulevard Extension Land

The subject property has been vacant land for several years and has been under-utilized as compared to neighboring properties. The Salvation Army's plan for development would substantially improve and engage this property with the neighboring uses and overall character of the Coon Rapids Boulevard area. The daily workforce that would be employed at the site would include up to 50-80 professionals with approximately 25 employees on a work shift, administrative and program support staff, and up to 100 beneficiaries working full time.

The residential, administrative and support functions will be on the northwest side of the site and will include design elements to help them fit in with the other new developments in the area. In addition, this two-story building area will match the City's intent for "two-story expression" in the River Rapids Overlay District and enhance the character of the district. The processing building will be located on the southeast side of the site, facing the industrial and storage uses to the southeast.

Architecture

The focal point of the facility is the Chapel, which is prominent to Coon Rapids Boulevard and both reinforces the Salvation Army's Mission and identifies the main entrance. The Chapel is central to the facility's program, so it is located such that the men in the program will pass by it every day in their travels between their bedrooms, classes, work, and leisure. It also helps to identify the main public entrance of the facility to visitors while they approach from the street.

To Coon Rapids Boulevard the facility presents a staggered façade which utilizes large portions of brick and glass to communicate a diverse structure. To Vale Street the facility makes refined use of a simplified material palette, and the warehouse docks face the storage units to the south. Varied roof heights and rooftop screening of mechanical units add variety to the facility.

Landscaping

The proposed landscaping plan meets the intent of the Port and River Rapids Overlay districts to provide a high quality landscaping plan to improve the street view while beautifying the interior site and building. As the site is bordered by three streets the amount of required street trees in addition to overall landscaping is substantially increased over more typical sites. All three streets and building edges are enhanced with a wide variety of trees and shrubs. The proposed plan provides for 37 trees along Coon Rapids Blvd (requirement met); 12 trees along Coon Rapids Extension (requirement met); and 17 trees along Vale Avenue (requirement met). The site is compact and with the amount of street frontage and required storm water improvements, meeting the total tree count for open yard area is difficult. Efforts have been made, as evident on the landscaping plan, to provide for overall site landscaping including over story trees (total of 66); ornamental trees (total of 29), evergreen trees (total of 10) and shrubs (170). The plan provides for landscape view sheds along the streets which is a primary consideration for this redevelopment area. Additional site landscaping, trees and shrubs are included to enhance the overall site and beautify the building frontage and each elevation.

Parking Summary

The proposed use does not require the level of parking that would be typically be required for the individual uses as the residents do not have vehicles. The proposed warehouse, chapel and other common areas are used by residents rather than the general public or customers thus reducing the need for parking. There are approximately 25 employees on any work shift. If the entire building were converted to all warehouse, the parking required would be 52 stalls. Based on the parking needs the proposed site plan will meet the need through the proposed 54 spaces. Additional parking, in the event this use ever changed, could be accommodated through expansion of parking in some limited green space or storm water areas (with subsequent changes to storm water plans). Potential change in use would have to meet the industrial district resulting in limited additional parking necessary as a warehouse use.

Summary of Land Use and Zoning Review

The Salvation Army is seeking approval of the City of Coon Rapids to advance the proposed development of the property. As described above, the project is compatible with city of Coon Rapids' land use policies, and the River Rapids Overlay District allows for incorporation of the different uses. Key elements of the land use and zoning plan are as follows:

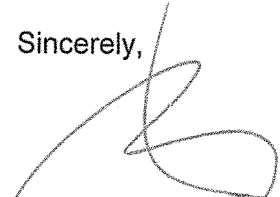
- The industrial warehouse portion of the building (60,000 approximate sq. ft.) would provide industrial use and employment consistent with the current industrial zoning of the site.
- The site will be enhanced with approximately 103,055 square feet of total new construction that would be functionally and aesthetically compatible with the land use

context of the area; Building architecture, landscape and site improvements would enhance the overall aesthetic and set a tone for continued revitalization of the area.


- The residential use will be integrated on the western and northern portion of the site and will be architecturally designed to be aesthetically pleasing to the traffic along Coon Rapids Boulevard.
- The total site area of 5.1 approximate acres provides sufficient building layout, parking, truck circulation and access, storm water management and setback areas to accommodate the use without need for building or setback variances.
- Use flexibility is allowed in the River Rapids Overlay District meeting the following findings:
 - *The modification significantly advances the intent of this section:* The proposed use meets the intent of the overlay district by providing for a mixed use facility on an otherwise underutilized property as a kick start to redevelopment within the River Rapids and Port redevelopment districts. This development will bring compatible uses to the larger redevelopment plan while improving the existing site through increased intensity, strong architectural site and building design, and new life and vitality to the neighborhood. The proposal increases opportunities for a combination of public and private uses in this redevelopment area as intended in the River Rapids Overlay District.
 - *The modification is necessary to develop the property in an efficient, well-organized way:* The proposed mix of uses, including residential, meets the needs of the ARC operation while providing the benefits of redevelopment. The proposed site plan accommodates parking, landscaping, and storm water management within the sites unique constraints.
 - *The plan provides significant site amenities, buffers, and other elements to off-set any potential harmful effects that could be caused by the use:* Extensive landscaping and street trees are provided along each of the three abutting streets and building perimeters. This not only buffers the site but enhances the site from the street view of Coon Rapids Boulevard and Coon Rapids Boulevard Extension. The proposed building design and landscaping meets the intent of the Overlay district for quality sites created in a neighborhood-oriented, pedestrian friendly environment.
 - *The use does not detract from uses in Port Districts:* The proposed uses meets the intent of the underlying Industrial uses except for residential component. The broader Port districts and redevelopment plan call for an equally wide variety of uses including residential. The proposed facility meets the intent of the district, overlay and adjacent Port district in terms of use and compatible design. Other residential uses are also in close proximity so the proposed mix is compatible with the existing neighborhood.

The Salvation Army is eager to advance this proposal through the City of Coon Rapids' planning and zoning review process and proceed with this important development for the ARC operation. Please feel free to contact Major Graham Allan at (847) 294-2000 with any questions regarding this application. For more information about the local ARC operation, please contact Major Gerald O'Neil at (612) 332-5855.

Sincerely,



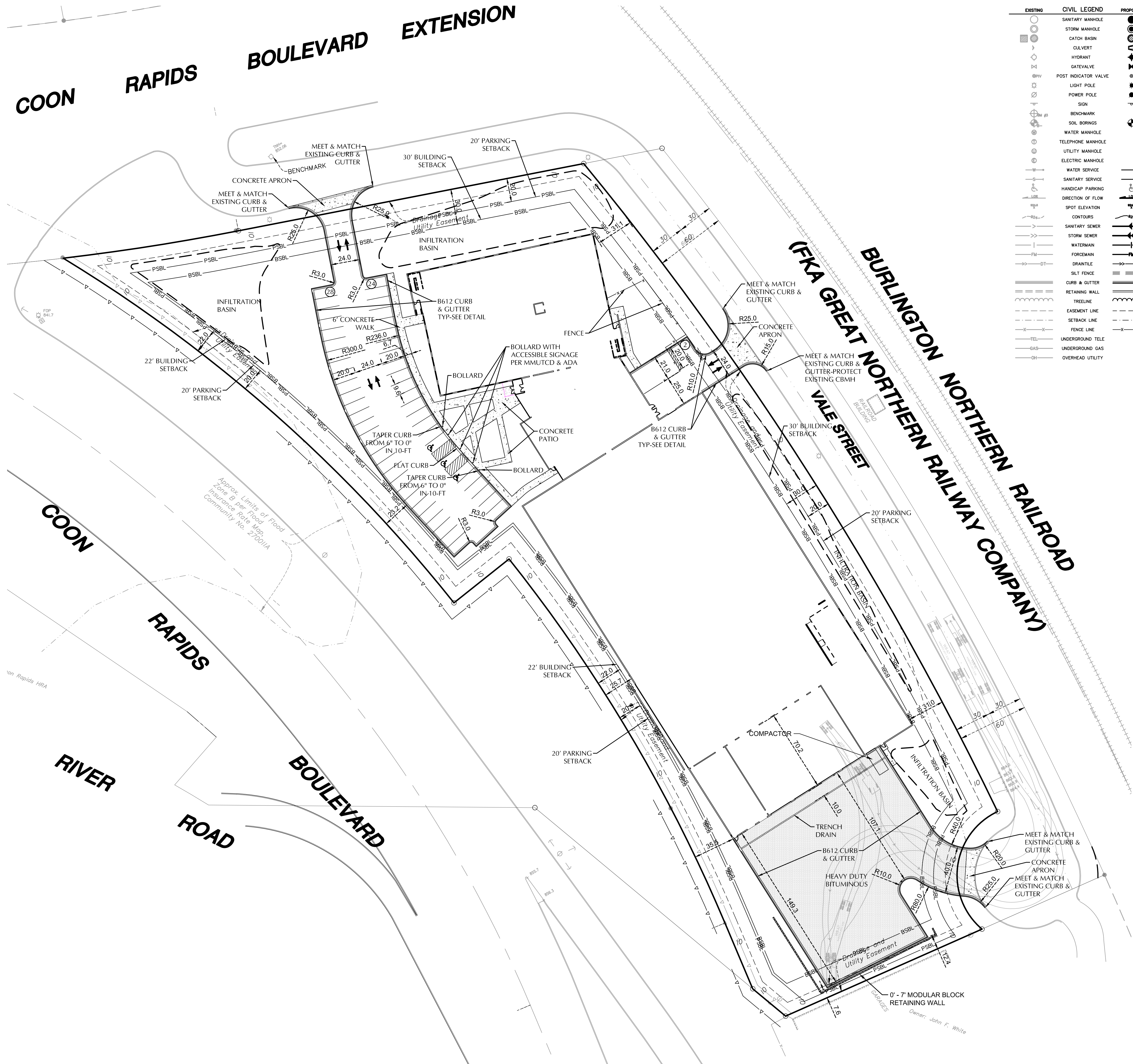
Bramwell E. Higgins
The Salvation Army
Corporate Secretary



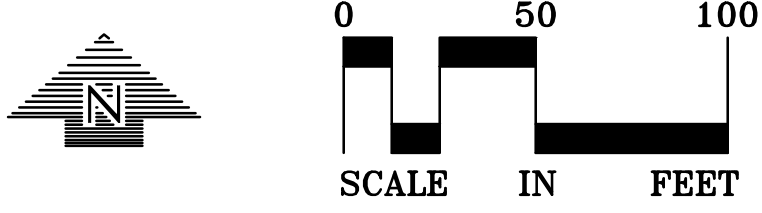
Major Gerald O'Neil
The Salvation Army

Enclosures

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EXISTING	CIVIL LEGEND	PROPOSED
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	CULVERT	
	HYDRANT	
	GATE VALVE	
	POST INDICATOR VALVE	
	LIGHT POLE	
	POWER POLE	
	SIGN	
	BENCHMARK	
	SOL BORINGS	
	WATER MANHOLE	
	TELEPHONE MANHOLE	
	UTILITY MANHOLE	
	ELECTRIC MANHOLE	
	WATER SERVICE	
	SANITARY SERVICE	
	HANDICAP PARKING	
	DIRECTION OF FLOW	
	SPOT ELEVATION	
	CONTOURS	
	SANITARY SEWER	
	STORM SEWER	
	WATERMAIN	
	FORCE MAIN	
	DRAIN TILE	
	SILT FENCE	
	CURB & GUTTER	
	RETAINING WALL	
	TREE LINE	
	EASEMENT LINE	
	SETBACK LINE	
	FENCE LINE	
	UNDERGROUND TELE	
	UNDERGROUND GAS	
	OVERHEAD UTILITY	



SITE DATA

ZONING
CURRENT ZONING: I-INDUSTRIAL
OVERLAY DISTRICT: RIVER RAPIDS OVERLAY

AREA
TOTAL SITE AREA = 223,687 SF, 5.14 ACRES, 100%
IMPERVIOUS SURFACE AREA = 96,912 SF, 2.23 ACRES, 43.3%
PERVIOUS SURFACE AREA = 126,775 SF, 2.91 ACRES, 56.7%

SETBACKS
STREET ROW: 30 FT (BUILDING) 20 FT (PARKING)
ADJACENT PROPERTY: 22 & 25 FT (BUILDING) 5 & 20 FT (PARKING)

PARKING
SURFACE PARKING REQUIRED: 45 STALLS (1/2000 SF)
SURFACE PARKING PROVIDED: 54 STALLS (INCLUDES HC STALLS)

ACCESSIBLE PARKING REQUIRED: 3 STALLS
ACCESSIBLE PARKING PROVIDED: 3 STALLS

SITE PLAN NOTES

- MINNESOTA STATE STATUTE REQUIRES NOTIFICATION PER "GOPHER STATE ONE CALL" PRIOR TO COMMENCING ANY GRADING, EXCAVATION OR UNDERGROUND WORK.
- CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
- CONTRACTOR SHALL OBTAIN A CITY &/OR COUNTY PERMIT FOR OBSTRUCTIONS AND WORK WITHIN RIGHT-OF-WAY. PERMIT IS REQUIRED PRIOR TO REMOVALS OR INSTALLATION.
- ALL DIMENSIONS ARE SHOWN TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL PAVING, CONCRETE CURB, GUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN PER SHEET C8-1 AND THE REQUIREMENTS OF THE CITY.
- ANY SIGN OR FIXTURES REMOVED WITHIN THE RIGHT OF WAY OR AS PART OF THE SITE WORK SHALL BE REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH THE CITY REQUIREMENTS. THE CONTRACTOR SHALL PRESERVE AND MAINTAIN ANY EXISTING STREET LIGHTS AND TRAFFIC SIGNS PER THE REQUIREMENTS OF THE CITY.
- A SIGNIFICANT PORTION OF SITE IMPROVEMENTS NOT SHOWN ON THIS SHEET ARE DESCRIBED AND PROVIDED IN FURTHER DETAIL ON THE ARCHITECTURAL AND LANDSCAPE PLANS. THIS INCLUDES LANDSCAPING, LIGHTING AND OTHER FIXTURES.
- B612 CONCRETE CURB AND GUTTER SHALL BE INSTALLED AT THE EDGE OF ALL COMMON DRIVES AND PARKING LOTS WITHIN THE SITE.
- SEE SHEETS C3-1 AND C4-1 FOR GRADING AND UTILITIES.
- ALL PARKING LOT PAVEMENT MARKINGS SHALL BE 4" WHITE PAINTED STRIPING.
- DISABLED PARKING SIGNAGE & PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH ADA & MMUTCD.

WARNING

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

Project Name:

THE SALVATION ARMY ARC

Coon Rapids, Minnesota

Owner/Developer:

THE SALVATION ARMY

10 West A Algonquin Road
Des Plaines, IL 60016-6006
Ph: 847-294-2191

7200 Hemlock Lane - Suite 300
Maple Grove, MN 55369
Telephone: (763) 424-5505
www.LoucksAssociates.com

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C2-1 - SITE PLAN.DWG/Layout1

12/19/14 Preliminary City Submittal

01/12/15 City Submittal

Professional Signature:

Quality Control:

VJV WBS

Project Lead: VJV Drawn By: 1/12/15

Checked By: Review Date:

C1-1 EXISTING CONDITIONS

C2-1 SITE PLAN

C3-1 GRADING & DRAINAGE PLAN

C3-2 EROSION CONTROL PLAN

C4-1 UTILITY PLAN

C8-1 CIVIL DETAILS

C8-2 CIVIL DETAILS

L1-1 LANDSCAPE PLAN

L1-2 LANDSCAPE DETAILS

Sheet Title:

SITE PLAN

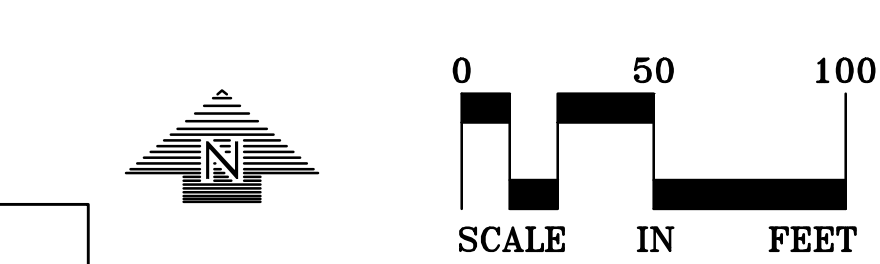
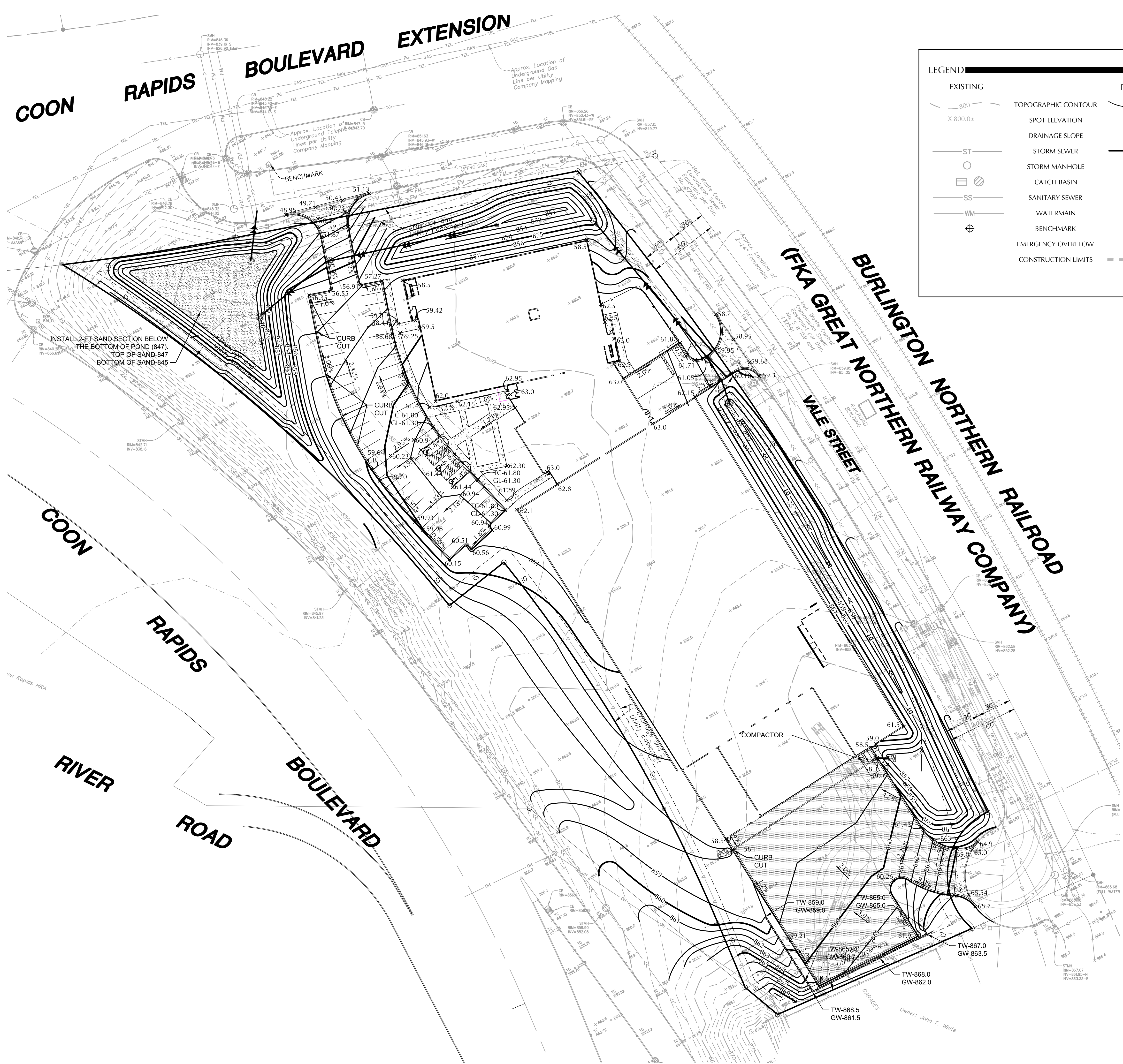
Project No.:

14278A

Sheet No.:

C2-1

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LEGEND		
EXISTING		PROPOSED
	TOPOGRAPHIC CONTOUR	
	SPOT ELEVATION	
	DRAINAGE SLOPE	
	STORM SEWER	
	STORM MANHOLE	
	CATCH BASIN	
	SANITARY SEWER	
	WATERMAIN	
	BENCHMARK	
	EMERGENCY OVERFLOW	
	CONSTRUCTION LIMITS	

NOTE:
CATCH BASINS RIMS ARE 2 INCHES LOWER
THAN FLOW LINE ELEVATION.

NOTE:
SPOT ELEVATIONS AT CURB LINES INDICATE
BASE OF CURB AND GUTTER LINE (I.E. FLOW
LINE) ELEVATIONS UNLESS OTHERWISE NOTED.

GRADING PLAN NOTES

- BACKGROUND INFORMATION IS BASED ON A FIELD SURVEY BY LOUCKS ASSOCIATES AND RECORD UTILITY DRAWINGS FROM THE CITY OF COON RAPIDS. LOUCKS ASSOCIATES DOES NOT GUARANTEE THE ACCURACY OF INFORMATION PROVIDED BY OTHERS.
- THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF BUILDINGS, VESTIBULES, SLOPED PAVING, EXIT PORCHES, RAMPS, TRUCK DOCKS, ENTRY LOCATIONS AND LOCATIONS OF DOWNSPOUTS.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THIS PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
- IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
- BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL INSTALL A TEMPORARY ROCK ENTRANCE PAD AT ALL POINTS OF VEHICLE EXIT FROM THE PROJECT SITE. SAID ROCK ENTRANCE PAD SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THE PROJECT.
- EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE ESTABLISHED AROUND THE ENTIRE SITE PERIMETER AND IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, AND CITY REQUIREMENTS.
- ALL SPOT ELEVATIONS SHOWN REPRESENT FINISHED SURFACE OR GUTTER LINE ELEVATIONS UNLESS OTHERWISE NOTED.
- CONTRACTOR TO VERIFY EXISTING INFORMATION PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY PLAN DISCREPANCIES.
- EXISTING UTILITY LOCATIONS AS-PER CITY AS-BUILT PLANS AND FIELD SHOTS.
- SEE SHEET C3-2 FOR EROSION CONTROL INFORMATION.
- GENERAL CONTRACTOR MUST VERIFY ALL TIE IN GRADES.

ABBREVIATION LEGEND
FFE=FINISHED FLOOR ELEVATION
TW=TOP OF RETAINING WALL
GW=GROUND AT FACE OF RETAINING WALL
HP=HIGH POINT
LP=LOW POINT
TC=TOP OF CURB
GL=GUTTER LINE

WARNING

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.



CALL BEFORE YOU DIG

Gopher State One Call

TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

Project Name:

THE SALVATION
ARMY ARC



Coon Rapids, Minnesota

Owner/Developer:

THE SALVATION ARMY

10 West A Algonquin Road
Des Plaines IL 60016-6006
Ph: 847-294-2191

Professional Services:

**LOUCKS
ASSOCIATES**

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C3-1 - GRADING PLAN.DWG/Layout1

12/19/14 Preliminary City Submittal
01/12/15 City Submittal

Professional Signature:

Quality Control:

Project Lead: VJV WBS
Checked By: VJV Drawn By: 1/12/15
Reviewed By:

C1-1 EXISTING CONDITIONS
C2-1 SITE PLAN
C3-1 GRADING & DRAINAGE PLAN
C3-2 EROSION CONTROL PLAN
C4-1 UTILITY PLAN
C6-1 CIVIL DETAILS
C8-2 CIVIL DETAILS
L1-1 LANDSCAPE PLAN
L1-2 LANDSCAPE DETAILS

Sheet Title:

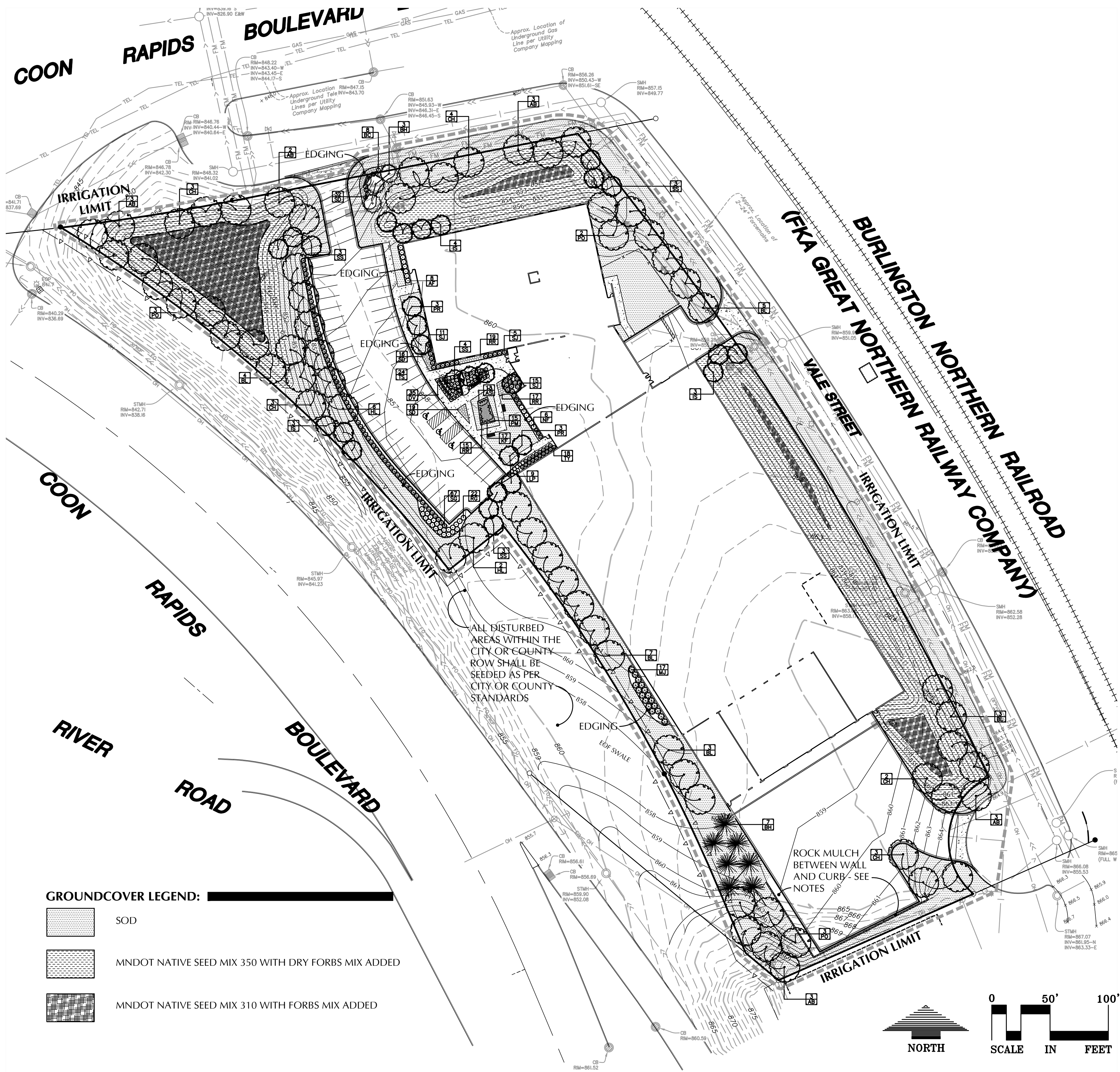
GRADING PLAN

Project No.:

14278A

Sheet No.:

C3-1



GENERAL NOTES:

CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID. HE SHALL INSPECT SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.

VERIFY LAYOUT AND ANY DIMENSIONS SHOWN AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT ANY DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN AND/OR INTENT OF THE PROJECT'S LAYOUT.

ASSURE COMPLIANCE WITH ALL APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK OR MATERIALS SUPPLIED.

CONTRACTOR SHALL PROTECT ALL EXISTING ROADS, CURBS/GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING PLANTING OPERATIONS. ANY DAMAGE TO SAME SHALL BE REPAIRED AT NO COST TO THE OWNER.

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION BEGINS (MINIMUM 10' - 0" CLEARANCE).

ALL UNDERGROUND UTILITIES SHALL BE LAID SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF ANY EXISTING TREES TO REMAIN.

EXISTING CONTOURS, TRAILS, VEGETATION, CURB/GUTTER AND OTHER EXISTING ELEMENTS BASED UPON INFORMATION SUPPLIED TO LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.

THE ALIGNMENT AND GRADES OF THE PROPOSED WALKS, TRAILS AND/OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. ANY CHANGE IN ALIGNMENT MUST BE APPROVED BY LANDSCAPE ARCHITECT.

Project Name:

THE SALVATION ARMY ARC

Coon Rapids, Minnesota

Owner/Developer:

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Des Plaines IL 60016-6006
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14278 L1-1.DWG/Planting Plan

12/19/14	Preliminary City Submittal
01/12/15	City Submittal

Professional Signature:

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Greg Johnson - RLA

24610 1/12/15

License No. Date

Quality Control:

VJV GAJ

Project Lead: Drawn By: 1/12/15

Checked By: Review Date:

C1-1	EXISTING CONDITIONS
C2-1	SITE PLAN
C3-1	GRADING & DRAINAGE PLAN
C3-2	EROSION CONTROL PLAN
C4-1	UTILITY PLAN
C6-1	CIVIL DETAILS
C6-2	CIVIL DETAILS
L1-1	LANDSCAPE PLAN
L1-2	LANDSCAPE DETAILS

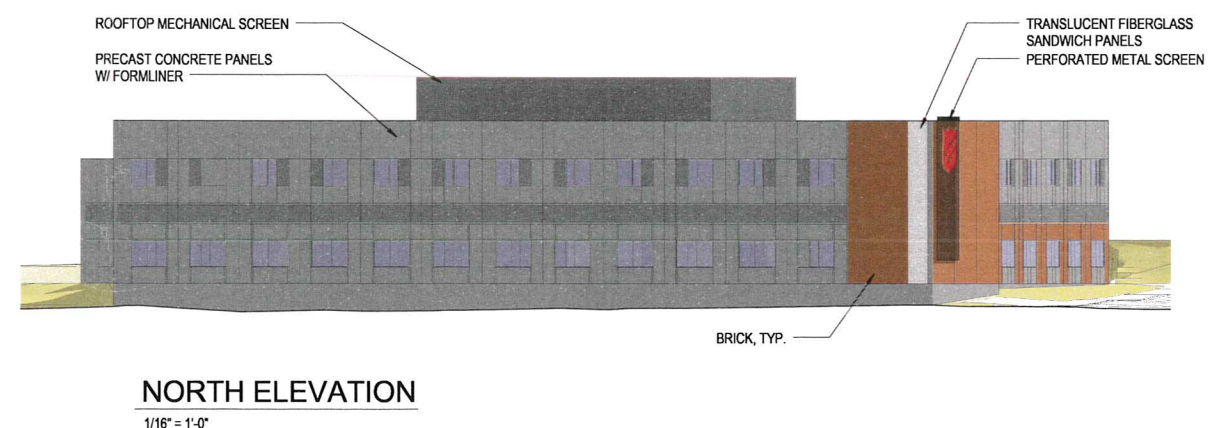
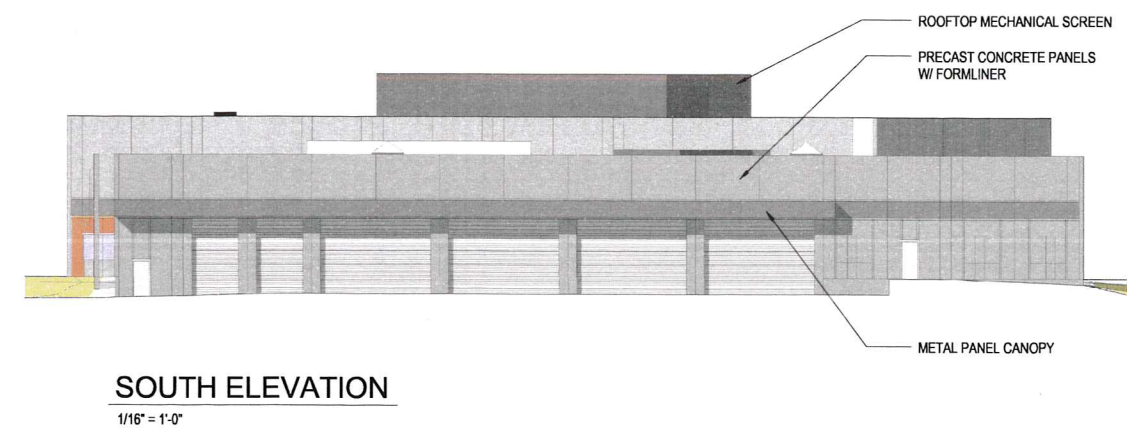
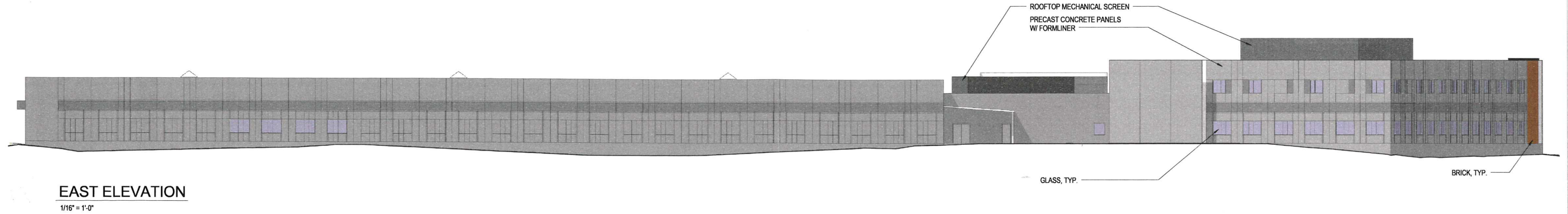
Sheet Title:

LANDSCAPE PLAN

Project No.:

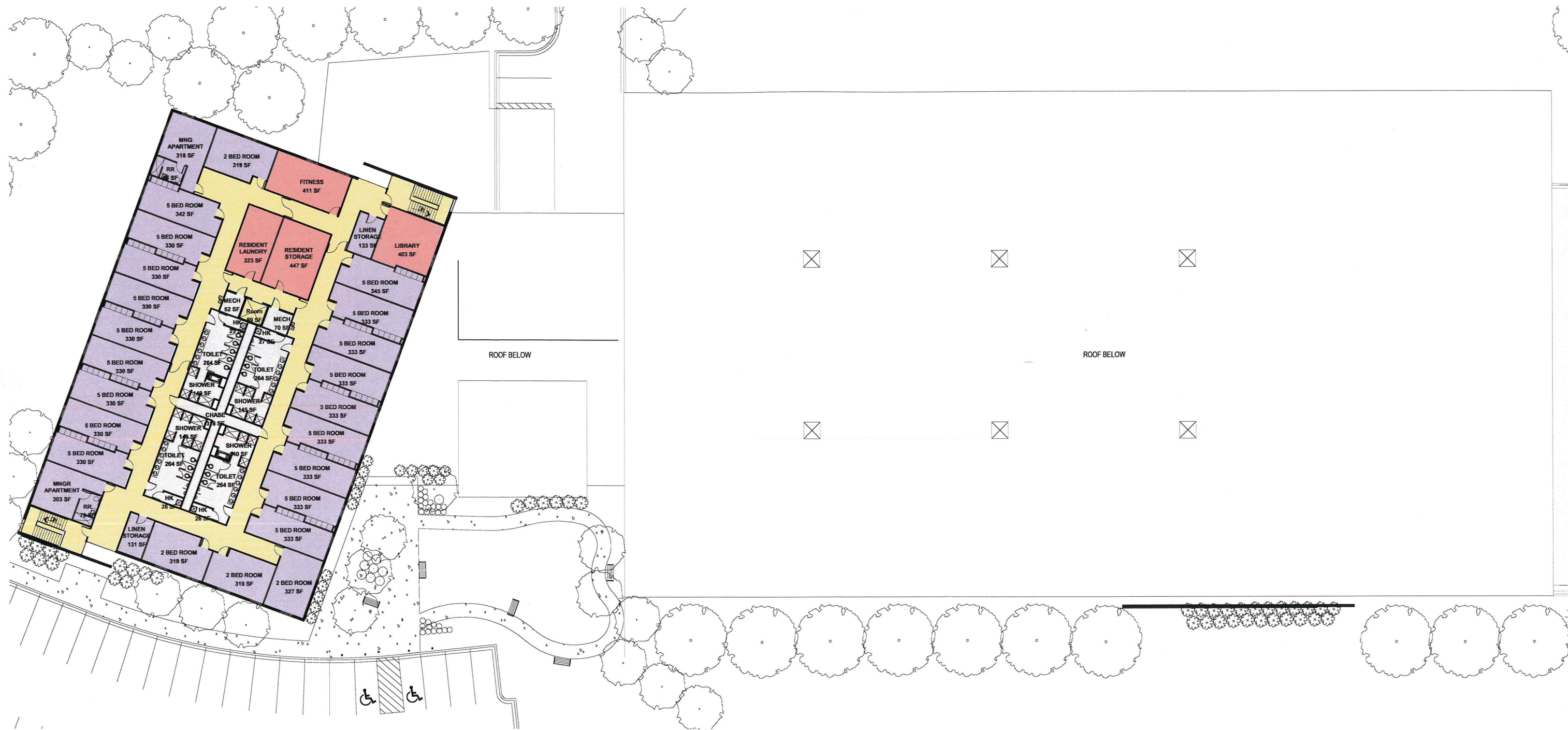
Loucks Project # 14278

Sheet No.:



Adult Rehabilitation Center

The Salvation Army



- FLOOR PLAN LEVEL 2**
 1/16" = 1'-0"
- | | | |
|-------------|-------------|---------|
| CLASSROOMS | WAREHOUSE | OFFICE |
| COMMUNITY | RESIDENTIAL | SERVICE |
| CIRCULATION | CHAPEL | |

Adult Rehabilitation Center

The Salvation Army



TO: Scott Harlicker, Planner

FROM: Mark Hansen, Assistant City Engineer

SUBJECT: The Salvation Army ARC
Proposed Site Development

DATE: January 23, 2015

The following comments are based on the Engineering Division's review of the site plan dated January 12, 2015 for a proposed warehouse/church/living facility for The Salvation Army ARC to be located within the Industrial portion of the River Rapids Overlay District. The site is located southwest of and adjacent to Vale Street NW, and east of and adjacent to Coon Rapids Boulevard. The site contains several meets and bounds parcels, as well as parcels previously platted as part of Coon Grove. The site will require the vacation of previously platted street rights of ways (Oak Street, Ripple Lane, and Brookview Place). The engineer/surveyor is Loucks Associates, and the developer/owner is The Salvation Army ARC.

Existing Conditions

- The storm sewer connection from proposed OCS 6 does not show up in the City records.

Site Plan

- Truck turning templates shall be provided that show the largest vehicle anticipated to be accessing the south end of the proposed site.
- Soil borings for the site shall be provided.
- Any modular block retaining walls exceeding four feet in height (including embedment depth) shall require a building permit.
- Proposed concrete aprons shall be a minimum thickness of 8-inches (City standard for commercial driveway aprons).
- Anoka County anticipates converting the entrance/exit from Coon Rapids Boulevard Extension onto Coon Rapids Boulevard into a right-in/right-out in the future. Anoka County may require a traffic study to be done for this site - verify with Anoka County Highway Department (ACHD) staff.

Grading Plan

- Grading onto County right of way will require ACHD review and approval. An Anoka County right of way permit will be required.
- The entrance/exit grades to the site should be limited to a 5% maximum steepness for ADA compliance.
- The EOF swale is shown to be graded on Anoka County right of way. How is the EOF to

be protected in the future if the County modifies the grading in this area? Verify if an easement from Anoka County is required.

- Roof drain locations shall be shown on the grading plan.
- The inlet apron into the final stormwater treatment basin should be shifted farther away from the outlet structure in order to prevent the probability of short circuiting.
- There is a large amount of impervious area on the site that drains directly into the final stormwater treatment basin with no pre-treatment. All stormwater must be routed into a pre-treatment basin prior to entrance into the final filtration basin in order to maximize suspended solids and phosphorus removal. A forebay in the basin or filter strip behind the parking lot curb shall be considered. The amended soil composition proposed within the final filtration basin shall include iron filings to promote phosphorus removal (Coon Creek Watershed to provide soil mixture composition). Notes shall be placed on the plan to remind the contractor not to drive heavy equipment over the amended soil base at the bottom of the basin. The amended sand section should also be considered on the upstream basins.
- Notes shall be included on the plans to place silt fence barrier around the perimeter of the amended soils area within the final filtration basin upon completion of grading and placement of amended soil.
- Drain tile pipes shall be wrapped with filter blanket and rock material.
- Emergency overflows, normal water levels, and high water levels shall be shown on each basin. The final basin proposed shall have a secondary EOF in case the outlet structure becomes clogged.
- How does the 58.1 EOF elevation compare to the lowest adjacent building opening?

Erosion Control Plan

- Inlet protection devices shall be placed on all existing stormwater catch basins located along Vale Street.
- A rock construction entrance pad shall be included on the proposed middle site entrance.
- Under Erosion Control Schedule, note #3 - add "or the City" after inspectors in the first sentence.
- Under Erosion Control Maintenance Program, note #2 - revise one-half to one-third.
- Biorolls shall be shown on the plans in areas of channelized flow.
- Notes shall be placed on the plan that designate concrete washout areas.
- Revise all notes to indicate slopes must be stabilized within 7 days of completion of grading activities.

Utility Plan

- Correct the invert elevation shown for the sump on CBMH 5.
- The City does not have any record of the storm sewer stub shown on the plans at the connection point from OCS 6. The design shall be revised to show the proposed storm sewer pipe constructed all the way across Vale Street to the existing catch basin structure. The existing storm structure may require replacement in order to accommodate the new pipe entry.
- A maintenance plan and agreement (recorded against the property) shall be provided for the cleaning and deposition of sediment material accumulated in the proposed storm sewer sump structures, and stormwater management basins. The maintenance plan shall indicate the interval of inspections and maintenance, as well as who will be responsible

for conducting future inspections.

- A wall post indicator valve shall be noted on the plans where the water service connects to the proposed building structure.
- Under note #2 - revise 1999 edition to 2013 edition of the CEAM specifications.
- Under note #2 - revise the final sentence to read "All sanitary sewer services shall be Schedule 40."
- Utility connections to public systems shall require a water and sewer permit. A bond will be required for any necessary street patches on Vale Street. The bond amount will be equal to the dollar cost to replace the street patch by the City (if necessary).
- Consider installing an 8" watermain loop connection from Vale Street to Coon Rapids Boulevard in order to improve future drinking water quality. A map showing the existing watermain in this area is attached. The City requests additional coordination on this item.

Photometrics Plan

- Street lights shall be included at the main parking area entrance/exit, as well as at the south truck delivery entrance/exit.

General Comments

- Based on the amount of disturbed area, an NPDES permit and storm water pollution prevention plan will be required by the MPCA. The City of Coon Rapids will be using WSB & Associates to perform periodic erosion control inspections during construction phase of this project. The costs of these inspections will be paid for by the property owner/developer.
- The project will require a permit from the Coon Creek Watershed District. The site shall meet watershed district requirements for permitting. A pre-application meeting with the CCWD is encouraged.
- The site is located less than 1 mile from an impaired water (Coon Creek) - additional stormwater management BMPs may be required by the City and the CCWD.
- A drainage area boundary map, with sub-areas broken out, needs to be provided for use in reviewing the HydroCAD output.
- Existing flows for the 2, 10, and 100-year 24-hour rainfalls shall be maintained in accordance with Atlas 14 data as follows: 2-year, 24-hour = 2.86 inches; 10-year, 24-hour = 4.27 inches; 100-year, 24-hour = 7.22 inches; and 100-year 10 day snowmelt = 10.1 inches.
- On the HydroCAD output, the pervious area shown for DA3 to POND3 appears to be too high. Most of the area flowing to POND3 appears to be impervious with a curve number closer to 98.
- A summary shall be provided that shows the peak runoff rates and volumes from the site does not exceed existing conditions. This shall include a narrative that describes how site runoff and water quality is addressed for the proposed conditions.
- PIN numbers 26-31-24-12-0007 and 26-31-24-12-0014 have postponed assessments from previously constructed sewer, water, and street construction currently totaling \$79,598.94 and \$491.09 respectively. These assessments will become due at the time of development.

Cc: Tim Himmer, Public Works Director
Rebecca Haug, Coon Creek Watershed District



Planning Commission Regular

4.

Meeting Date: 03/19/2015

Subject: PC 15-10, Preliminary Plat, Robinwood Plat 6, 109th Lane and Crooked Lake Blvd., Coon Rapids Leased Housing Assoc.

From: Scott Harlicker, Planner

INTRODUCTION

The applicant is requesting preliminary plat approval to replat approximately 30 acres in PORT Campus Square into two lots and three outlots. Lot 1 is the Coon Rapids ice arena and Lot 2 is for a proposed senior housing building. The outlots are reserved for future development, a city park and access roads.

ACTIONS

Conduct of public hearing

Recommendation by Planning Commission

Decision City Council on: April 7

60 DAY RULE

The applicant submitted this application on: February 9

To comply with the requirements of Minnesota Statute, the City must approve or deny the application by: June 9

LOCATION

The plat is located in PORT Campus Square, the south side of Coon Rapids Boulevard at 111th Lane.

	Existing Use	Comprehensive Plan	Zoning
Subject Property	Undeveloped and ice arena	Institutional, Commercial Mixed Use, Park, Recreation and Preserve and High Density Residential	PORT and River Rapids Overlay
North	Shopping center	Commercial Mixed Use	PORT and River Rapids Overlay
South	Single family residential	Low Density Residential	Low Density Residential 1
East	Single family residential	Low Density Residential	Low Density Residential 1
West	Apartments and retail	Commercial Mixed Use and High Density Residential	PORT, River Rapids Overlay and High Density Residential

DISCUSSION

Background

The applicant is proposing to replat nine parcels into two lots and three outlots. The majority of the site was originally platted and developed in the 1980's as a shopping center. Seven of the nine parcels contained the original buildings of that development; the other two parcels were adjacent single family residences. The plat includes 30 acres. One of the lots includes the ice arena the other is for a proposed senior housing apartment building. The outlots will be replatted at a future date as the area is redeveloped.

Lot 1 is 8.85 acres and Lot 2 is 4.74 acres. The plat also includes platting the east half of Floral Street as right-of-way, it is currently an easement. Outlot C is 60 feet wide to allow for future construction of a city street if needed. A portion of the right-of-way for Crooked Lake Boulevard will be platted as part of Lot 2. The remaining right-of-way will be 66 feet wide, consistent with the other the section of Crooked Lake Boulevard. The lots comply with the lot size, dimensional and setback requirements of PORT Campus Square. The outlots are subject to a separate platting process prior to redevelopment.

RECOMMENDATION

In Planning Case 15-10, the Planning Commission recommend approval of the preliminary plat with the following conditions:

1. All comments of the Assistant City Engineer be addressed.
2. That portion of the right-of-way of Crooked Lake Boulevard that is to included as part of Lot 2 must be formally vacated by the City prior to recording the plat.

Attachments

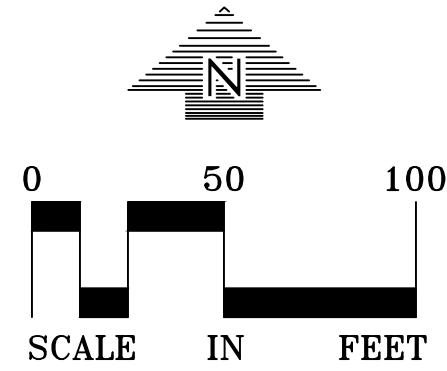
Location Map

Preliminary Plat

Location Map



PRELIMINARY PLAT: **ROBINWOOD PLAT 6**



- DENOTES 1/2 INCH X 14 INCH IRON MONUMENT SET, MARKED "RLS 17255"
- △ DENOTES SET NAIL
- DENOTES IRON MONUMENT FOUND

PRELIMINARY PLAT GENERAL NOTES

SURVEYOR:
Loucks Associates, Inc.
7200 Hemlock Lane
Suite 300
Maple Grove, MN 55330
763-424-5505

OWNER/DEVELOPER:
Dominium Development and Acquisitions, LLC
2905 Northwest Blvd
Suite 150
Plymouth, MN 55441
763-785-3500

City of Coon Rapids
11155 Robinson Drive
Coon Rapids, MN 55433
763-755-2880

LEGAL DESCRIPTION:
Lots 11 and 12, Robinwood, Anoka County, Minnesota

Lot 2, Block 1, Robinwood Plat 4, Anoka County, Minnesota

Outlot A, Lot 1, Block 2, Lot 1, Block 3, and that part of Lot 1, Block 1, Robinwood Plat 5 described as follows: Commencing at the most Easterly corner of said Lot 1; thence North 58 degrees 31 minutes 00 seconds West along the Northeastly line of said Lot 1, 22.69 feet; thence continuing Westerly along said Northeastly line on a curve concave to the Northeast, 207.31 feet; thence South 32 degrees 30 minutes 39 seconds West, radial to said curve, 176.89 feet; thence South 58 degrees 31 minutes 00 seconds East, 293.47 feet to the Easterly line of said Lot 1; thence Northerly along said Easterly line to the point of commencement, subject to easement of record, all in Robinwood Plat No. 5, Anoka County, Minnesota

Lots 1, 2 and 3, Block 1, Brody Associates Addition, Anoka County, Minnesota

Abstract Property

Title Commitment has not been received for all property

DATE OF PREPARATION:
January 29, 2015

BENCHMARKS:
Benchmark 2: Top nut of hydrant located 156 +/- feet easterly from the northeast corner of the Coon Rapids Ice Center. Elevation = 869.90 (NAVD 29).

Benchmark 3: Top nut of hydrant located 116 +/- feet southeasterly from the southeast corner of the Coon Rapids Ice Center. Elevation = 868.76 (NAVD 29).

EXISTING ZONING:
Zone Port District

AREAS:
Lot 1 Area = 385,414 Sq. Ft. or 8.85 Acres
Lot 2 Area = 206,589 Sq. Ft. or 4.74 Acres
Outlot A Area = 686,592 Sq. Ft. or 15.74 Acres
Outlot B Area = 15,334 Sq. Ft. or 0.35 Acres
Outlot C Area = 25,372 Sq. Ft. or 0.58 Acres
Right of way Dedication Area = 14,850 Sq. Ft. or 0.34 Acres
Total Property Area = 1,333,151 Sq. Ft. or 30.6 Acres

FLOOD ZONE DESIGNATION:
This property is contained in Zone C (areas outside 500-year flood) per Flood Insurance Rate Map, Community Panel No. 270011A, effective date of March 15, 1977.

SURVEY LEGEND

- | | | |
|----------------|----------------------|-------------------------------|
| AS ASH | ● CATCH BASIN | — STORM SEWER |
| BO BOXELDER | ○ STORM MANHOLE | — SANITARY SEWER |
| CE CEDAR | ○ SANITARY MANHOLE | — WATERMAIN |
| CO COTTONWOOD | ○ HYDRANT | — WATER SERVICE |
| MA MAPLE | ⌵ GATE VALVE | — CULVERT |
| OA OAK | ⊠ POWER POLE | — GAS — UNDERGROUND GAS |
| PI PINE | ⊠ LIGHT POLE | — TEL — UNDERGROUND TELEPHONE |
| SP SPRUCE | ⊠ MAIL BOX | — OH — OVERHEAD UTILITY |
| TR TREE (GEN) | — GUY WIRE | — DT — DRAIN TILE |
| TC TOP OF CURB | — SIGN | — X — CHAIN LINK FENCE |
| TW TOP OF WALL | ⊠ SPOT ELEVATION | — □ — WOOD FENCE |
| THSD THRESHOLD | ⊠ TELEPHONE PEDESTAL | — □ — CONCRETE CURB |
| | ⊠ TELEPHONE MANHOLE | — □ — CONCRETE |
| | ⊠ ELECTRIC METER | — ○ — CONTOUR |
| | ⊠ GAS METER | |
| | ⊠ HAND HOLE | |
| | | — CONIFEROUS TREE |
| | | — DECIDUOUS TREE |



Project Name:

11000 Crooked
Lake Boulevard

Coon Rapids, Minnesota

Owner/Developer Name:

Dominium Development
and Acquisitions, LLC
2905 Northwest Blvd.
Suite 150
Plymouth, MN 55441

Professional Services:

**LOUCKS
ASSOCIATES**

Planning • Civil Engineering • Land Surveying
Landscape Architecture • Environmental

7200 Hemlock Lane, Suite 300
Maple Grove, MN 55309
Telephone: (763) 424-5505
www.loucksassociates.com

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CADD Qualification:

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For the information and reference only. All drawings or correspondence, revisions, additions, or deletions to these CADD files shall be made at the risk of the user making such changes, additions or deletions and the user shall hold harmless and indemnify the Consultant from any and all responsibilities, claims, and liabilities.

S14628-MASTER.DWG/PREPLAT

Revisions:

1-29-15 Drawing Issued

3-05-15 Updated Per City Comments

Professional Signature:

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

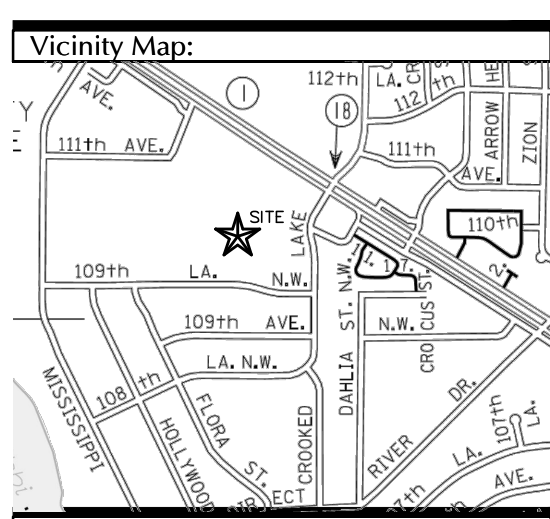
Henry D. Nelson
Henry D. Nelson / PLS

17255 License No. 1-29-15 Date

Quality Control:

Project Lead: HDN Drawn By: SFH

Checked By: HDN Review Date:



Sheet Title:
Preliminary Plat
Robinwood
Plat 6

Project No.:

14-628-B

Sheet No.:

Sheet 1 of 1



Planning Commission Regular

5.

Meeting Date: 03/19/2015

Subject: PC 15-11, Site Plan Senior Housing, Crooked Lake Blvd and 109th Ln, Coon Rapids Leased Housing Associates

From: Scott Harlicker, Planner

INTRODUCTION

The applicant is requesting site plan approval to construct a 166 unit senior housing apartment building with underground parking.

ACTIONS

Conduct of public hearing

Recommendation by Planning Commission

Decision City Council on: April 7

60 DAY RULE

The applicant submitted this application on: February 9

To comply with the requirements of Minnesota Statute §15.99, the City must approve or deny the application by: April 10

LOCATION

The property is located east of the ice arena at the corner of 109th Lane and Crooked Lake Boulevard.

	Existing Use	Comprehensive Plan	Zoning
Subject Property	Undeveloped and ice arena	Institutional, Commercial Mixed Use, Park, Recreation and Preserve and High Density Residential	PORT and River Rapids Overlay
North	Shopping center	Commercial Mixed Use	PORT and River Rapids Overlay
South	Single family residential	Low Density Residential	Low Density Residential 1
East	Single family residential	Low Density Residential	Low Density Residential 1
West	Apartments and retail	Commercial Mixed Use and High Density Residential	PORT, River Rapids Overlay and High Density Residential

DISCUSSION

Background

The applicant is proposing to construct a 166 unit, four story senior apartment building. The site plan includes 125 underground parking stalls and 51 surface parking spaces. In conjunction with this project, the applicant is also requesting preliminary plat approval to create the lot for the building. The master plan for PORT Campus Square identified this area as senior housing.

Site Plan Criteria

Required Finding - Chapter 11-325 - General Requirements for All Site Plans	Staff Analysis and Comments
(1) Be compatible with surrounding land uses	OK - The proposed site plan is compatible with the adjacent land uses.
(2) Preserve existing natural features whenever possible	OK - The existing trees along Crooked Lake Boulevard are being preserved. The tree preservation plan should be approved by the City Forester and installed and inspected prior to grading commencing.
(3) Achieve a safe and efficient circulation system	OK – The drive aisles are of sufficient width to allow for safe and efficient traffic circulation. The two access drives provide sufficient circulation for the project.
(4) Not place excessive traffic loads on local streets	OK – The majority of the traffic will enter the site via the existing driveway that serves the ice arena and Walgreens. There is a secondary access proposed from 109th Lane.
(5) Conform to the City’s plans for parks, streets, service drives, and walkways	OK – There is an existing sidewalk along Crooked Lake Boulevard. A trail will be installed along 109th Lane.
(6) Conform to the City’s Goals and Policies	OK – The project conforms with applicable City goals and policies.
(7) Achieve a maximum of safety, convenience, and amenities	OK – An internal sidewalk system connects the building entrances with the parking lot. Lighting is provided for the parking lot and driveway. The lights will have shields and cut offs so that the light is directed away from adjacent properties. The lighting plan complies with city ordinance.
(8) Show sufficient landscaping	OK – See discussion below.
(9) Not create detrimental disturbances to surrounding properties	OK – The project will not create disturbances which will be detrimental to the surrounding properties.
(10) Meet Title 11	OK - No variances are required.
(11) Show efforts to conserve energy whenever practical	OK - Landscaping is provided to provide shade for the parking lot. The project will utilize raingardens to handle stormwater.

River Rapids Overlay Development Guidelines

RRO Standard (Chapter 11-2700)	Proposed
Two-Story Expression, 11-2711(1) Pitched roofs, dormers, gables containing windows	OK – The building is a four stories high. It has a pitched roof with gables and dormers.

Building Massing, 11-2711(2) Staggered components, columns, recessed entry areas, avoid long, even facades	OK – The building is designed almost as a half circle so there are no long facades. The decks and columns also serve to break up the facade.
Facades, 11-2711(3) Articulated building facades.	OK – The different building materials, windows, and different angles provide articulation to break up the facades of the building.
Varied Roof Shapes, 11-2711(4) Variety (pitched roofs, dormers, chimneys, parapets, cornices)	OK – The building has a pitched roof that includes dormers and gables
Focal Features, 11-2711(5) Focal element (canopies, porticoes, overhangs, arches, recesses/projections, peaks/parapets over doors) on each building	OK – The entrance is the focal feature of the building.
Canopies/Awnings/Entry Treatments, 11-2711(6) Entries or focal features facing public streets	OK –The main entrance of the building is set off by a canopy, windows and a landscaped plaza.
Building Materials, 11-2711(7) High-quality materials (brick, natural stone, stucco, textured cast stone, fiber-cement siding; no steel panels, aluminum, vinyl, or fiberglass siding); 30% of facades facing a street must be brick or natural stone.	OK - The exterior of the building includes a variety of materials. Exterior materials include cultured stone, horizontal cement board siding and vertical board and batten siding. The variety of materials is carried through on all sides of the building. A trash enclosure is proposed near the entrance to the underground parking on the south end of the building. It should be constructed of similar material as the building.
Windows and Doors, 11-2711(8) Primary street level façade between 3 and 8 feet above grade must be 60% glass	N/A - this is a residential building, each unit has windows and patio doors.
Outdoor Spaces, 11-2711(9) Plazas, seating areas, outdoor furniture	NO – Seating should be provided in the plaza area in front of the main entrance.
Parking, 11-2711(10) Locate parking to rear or sides of buildings.	OK – See discussion below
Pedestrian/Bicycle Access and Circulation, 11-2711(11) Complete system from public ROW to buildings; minimum 5' wide sidewalks	OK – A sidewalk connection between this project and the ice arena is proposed as is a connection to the sidewalk along Crooked Lake Boulevard and to the 109th Lane trail.
Urban Design Furniture/Amenities, 11-2711(12) Compatible furniture/amenities (benches, trash receptacles, pedestrian-scale lighting, bicycle racks)	NO - See note in "Outdoor Spaces"
Landscaping and Screening, 11-2711(13)	OK - See discussion below.
Lighting, 11-2711(14) Accent lighting for building facades; compatible with applicable standards	N/A – No accent lighting is proposed for the buildings

Parking

The parking requirement for senior housing is 1.2 spaces per unit. the parking requirement for a 166 unit apartment is 198 spaces. The site plan includes 176 parking spaces with proof of parking for 22. Of those 198 spaces, the code requires 132 off street common (.8/unit), 33 garage private (.2/unit) and 33 off street private (.2/unit). The applicant is proposing 125-130 garage spaces (.75-.79), 69-74 off street common spaces.

The applicant is proposing a more underground spaces than what is required because of the following reasons:

- Their senior residents prefer covered parking areas in lieu of surface spaces especially in the winter months.
- The exterior parking is largely for visitors, seniors will be parking under the building for greater security and ease of access.
- Taking advantage of the building footprint allows them to cover more spaces.
- More covered parking allows them to make use of more landscaped areas in lieu of surface parking.

Landscaping

Many of the mature trees along Crooked Lake Boulevard are being preserved. There are several areas along the street that should be filled in with additional street trees. Six trees should be sufficient to fill in the gaps and create a line of street trees. Nine Patriot Elms are proposed along 109th Lane; an additional two trees should be planted to continue the line of trees to the existing ones that are being preserved. Perennials and shrubs will be planted along the foundation of the building and in the parking lot peninsulas and islands. A landscaped area, including overstory trees, evergreens and ornamental trees is proposed along the propertyline between this site and the ice arena property.

Grading/Drainage

Attached is the Assistant City Engineer's comments. The outstanding engineering issues can be addressed prior to the issuance of a building building permit. They are not significant enough to warrant changes to the site plan. The applicant is proposing to save a significant number of trees along Crooked Lake Boulevard. The City Forester should approve the tree preservation plan and verify it's installation prior to grading commencing on site. Stormwater is being controlled via a series of rain gardens.

RECOMMENDATION

in Planning Case 15-11, the Planning Commission, the Commission recommend approval of the site plan with the following conditions:

1. All engineering comments must be addressed.
2. An additional two street trees be planted along 109th lane and 6 trees along Crooked Lake Boulevard.
3. A tree preservation plan be approved by the City Forester and it's implementation verified prior to grading commencing on site.
4. Seating be provided on the plaza in front of the main entrance.
5. The trash enclosure must be constructed of similar material as the building.

Attachments

Location Map

Site Plan

Grading Plan

Landscape

Exterior Elevation North and East

Exterior Elevation West

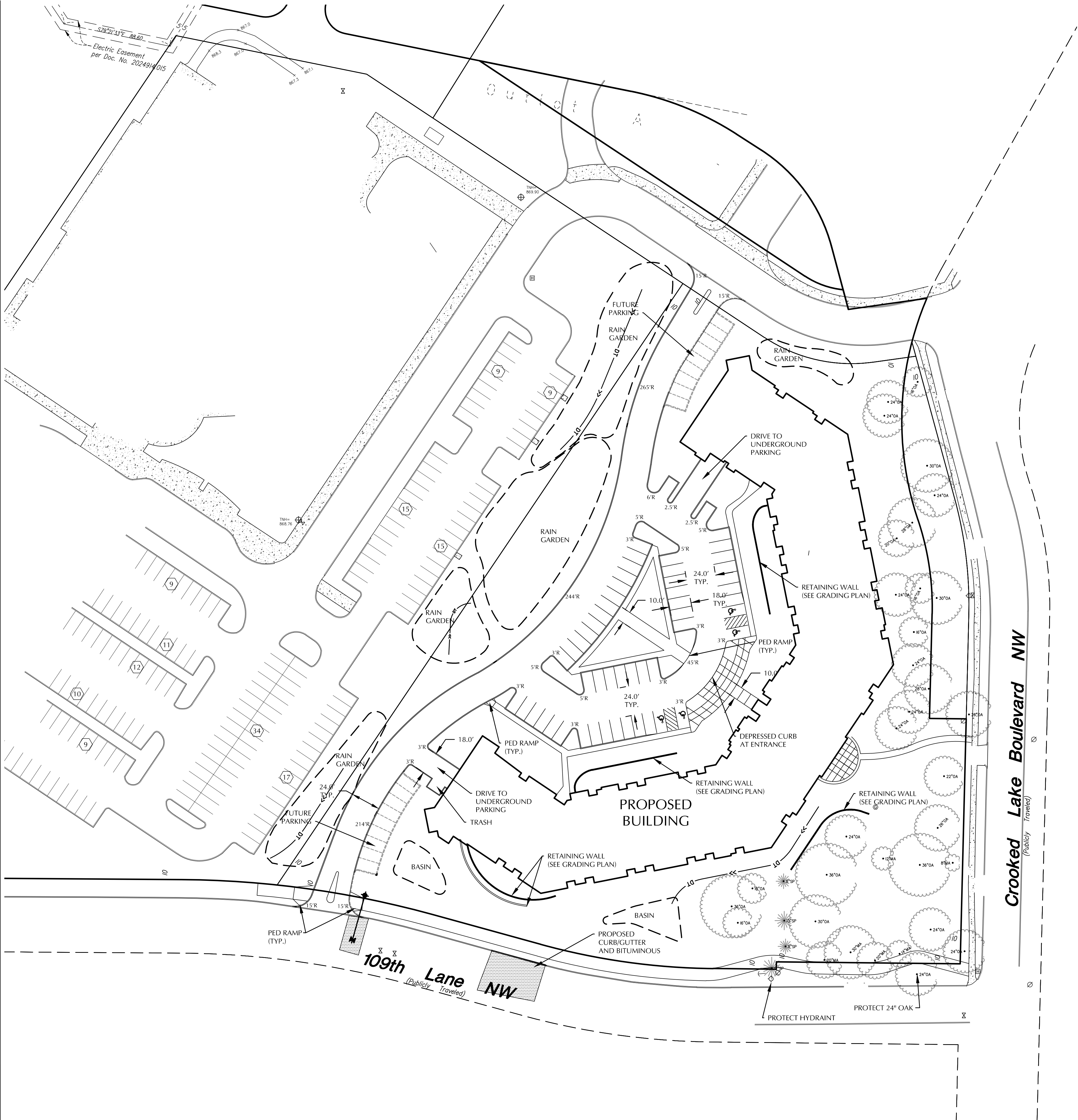
Exterior Materials

Engineering Comments

Location Map



Plotted: 03/06/2015 9:54 AM W:\2014\14628\CADD\DATA\CIVIL_dwg Sheet Files



CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

SITE PLAN GENERAL NOTES

1. PARKING SUMMARY
UNDERGROUND REGULAR STALLS = 123
UNDERGROUND HANDICAPPED STALLS = 2
SURFACE REGULAR STALLS = 47
SURFACE HANDICAPPED STALLS = 4
2. ALL PAVING, CONCRETE CURB, GUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN PER SHEET C8-1 AND THE REQUIREMENTS OF THE CITY. SEE LANDSCAPE AND ARCHITECTURAL PLANS FOR ANY ADDITIONAL HARDSCAPE APPLICATIONS.
3. THE CITY DEPARTMENT OF ENGINEERING AND BUILDING INSPECTIONS DEPT. AND THE CONSTRUCTION ENGINEER SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY WORK WITHIN THE STREET RIGHT OF WAY (SIDEWALK, STREET OR DRIVEWAYS)
4. MINNESOTA STATE STATUTE REQUIRES NOTIFICATION PER "GOPHER STATE ONE CALL" PRIOR TO COMMENCING ANY GRADING, EXCAVATION OR UNDERGROUND WORK.
5. SEE CONTRACT SPECIFICATIONS FOR ANY REMOVAL DETAILS.
6. ANY SIGN OR FIXTURES REMOVED WITHIN THE RIGHT OF WAY OR AS PART OF THE SITE WORK SHALL BE REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH THE CITY REQUIREMENTS. THE CONTRACTOR SHALL PRESERVE AND MAINTAIN ANY EXISTING STREET LIGHTS AND TRAFFIC SIGNS PER THE REQUIREMENTS OF THE CITY.
7. CLEAR AND GRUB AND REMOVE ALL TREES, VEGETATION AND SITE DEBRIS PRIOR TO GRADING. ALL REMOVED MATERIAL SHALL BE HAULED FROM THE SITE DAILY. ALL CLEARING AND GRUBBING AND REMOVALS SHALL BE PERFORMED PER THE CONTRACT SPECIFICATIONS. EROSION CONTROL MEASURES SHALL BE IMMEDIATELY ESTABLISHED UPON REMOVAL. (SEE SHEET C3-1)
8. THE CONTRACTOR SHALL BE REQUIRED TO OBTAIN ALL PERMITS FROM THE CITY AS REQUIRED FOR ALL WORK WITH THE STREET AND PUBLIC RIGHT OF WAY.
9. A SIGNIFICANT PORTION OF SITE IMPROVEMENTS NOT SHOWN ON THIS SHEET ARE DESCRIBED AND PROVIDED IN FURTHER DETAIL ON THE ARCHITECTURAL AND LANDSCAPE PLANS. THIS INCLUDES LANDSCAPING, LIGHTING AND OTHER FIXTURES.
10. B61.2 CONCRETE CURB AND GUTTER SHALL BE INSTALLED AT THE EDGE OF ALL COMMON DRIVES AND PARKING LOTS.
11. CONSTRUCTION NOTES:
A. PEDESTRIAN RAMPS SHALL BE PROVIDED AT THE LOCATIONS SHOWN AND AS SHOWN PER THE LANDSCAPE SITE PLANS.
B. THE CONTRACTOR SHALL SAW-CUT BITUMINOUS AND CONCRETE PAVEMENTS AS REQUIRED PER THE SPECIFICATIONS. REMOVE EXISTING CURB AND GUTTER AND INSTALL B618 OR SIZE TO MATCH EXISTING CONCRETE CURB AND GUTTER.
12. SEE SHEETS C3-1 AND C4-1 FOR GRADING AND UTILITIES.
13. THE INTENT OF THE PROPOSED CONSTRUCTION IS TO PRESERVE AS MUCH OF THE EXISTING STREET PAVEMENT AS POSSIBLE, AND TO MILL AND OVERLAY. REMOVED PAVEMENT AREAS AND PATCHING SHALL BE INSTALLED PER PAVEMENT SECTION PROVIDED PER DETAIL SHEET.

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

Project Name:

SENIOR HOUSING FACILITY

Coon Rapids, MN

Owner/Developer:

DOMINIUM

Professional Services:

LOUCKS ASSOCIATES

Planning • Civil Engineering • Land Surveying
Landscape Architecture • Environmental

7200 Hemlock Lane - Suite 300
Maple Grove, MN 55369
Telephone: (763) 424-5505
www.LoucksAssociates.com

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CADD Qualification:

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C2-1.DWG/24x36

Submital:

02/09/15 DD SUBMITTAL
03/06/15 SITE PLAN APPROVAL

Professional Signature:

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Michael J. St. Martin - PE

24440
License No. Date

Quality Control:

MJS DDL
Project Lead: Drawn By:

MJS 03/06/15
Checked By: Review Date:

Sheet Index:

C1-1	EXISTING CONDITIONS/DEMO PLAN
C2-1	SITE PLAN
C3-1	GRADING PLAN
C3-2	SWPP PLAN
C4-1	UTILITY PLAN
C8-1	CIVIL DETAILS
C8-2	CIVIL DETAILS

Sheet Title:

SITE PLAN

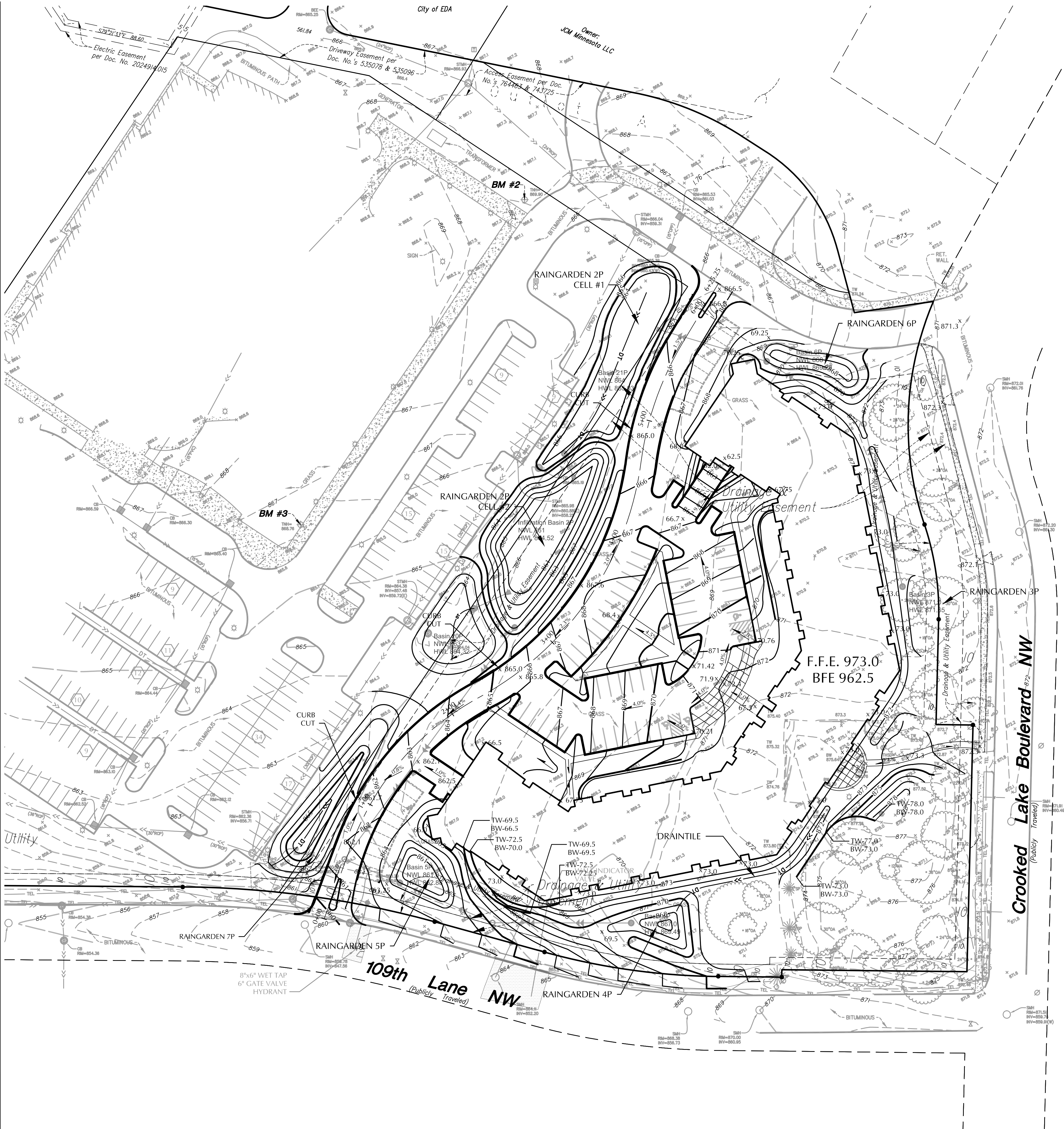
Project No.:

14628.OA

Sheet No.:

C2-1

Plotted: 03/06/2015 9:59 AM W:\2014\14628\CADD\DATA\CIVIL_dwg Sheet Files



CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

GRADING, DRAINAGE & EROSION CONTROL NOTES

1. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF BUILDINGS, VESTIBULES, SLOPED PAVING, EXIT PORCHES, RAMPS, TRUCK DOCKS, ENTRY LOCATIONS AND LOCATIONS OF DOWNSPOUTS.
2. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE MINIMUM OF 6 INCHES OF TOP SOIL AND SOD OR SEED. THESE AREAS SHALL BE WATERED BY THE CONTRACTOR UNTIL THE SOD OR SEED IS GROWING IN A HEALTHY MANNER.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THIS PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
5. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
6. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTORS PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTORS SAFETY MEASURES IN, OR NEAR THE CONSTRUCTION SITE.
7. BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL INSTALL A TEMPORARY ROCK ENTRANCE PAD AT ALL POINTS OF VEHICLE EXIT FROM THE PROJECT SITE. SAID ROCK ENTRANCE PAD SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THE PROJECT. SEE DETAILS SHOWN ON SHEET C-8-2 OF THE PROJECT PLANS.
8. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE ESTABLISHED AROUND THE ENTIRE SITE PERIMETER AND IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, CITY REQUIREMENTS AND THE DETAILS SHOWN ON SHEET C8-1 & C8-2 OF THE PROJECT PLANS.
9. ALL ENTRANCES AND CONNECTIONS TO CITY STREETS SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS AND NOTIFICATIONS AS REQUIRED BY THE CITY.
10. SEE UTILITY PLAN FOR FURTHER DETAIL REGARDING THE STORM SEWER.

Project Name:

SENIOR HOUSING FACILITY

Coon Rapids, MN

Owner/Developer:

DOMINIUM

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C3-1.DWG/24x36

Submital:

02/09/15 DD SUBMITTAL
03/06/15 SITE PLAN APPROVAL

Professional Signature:

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Michael J. St. Martin - PE

24440

License No.

Date

Quality Control:

MJS

DDL

Project Lead:

MJS

Drawn By:

03/06/15

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Review Date:

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C8-2	CIVIL DETAILS

Sheet Title:

GRADING AND DRAINAGE PLAN

Project No.:

14628.OA

Sheet No.:

C3-1

WARNING:

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NORTH ELEVATION



EAST ELEVATION

EXTERIOR ELEVATIONS - OPTION 1

Coon Rapids Senior Apartments

Coon Rapids, MN

2-9-2015



DOMINIUM

BKV
GROUP



WEST ELEVATION



NORTH ELEVATION

EXTERIOR ELEVATIONS - OPTION 2

Coon Rapids Senior Apartments

Coon Rapids, MN

2-9-2015

CULTURED STONE



HORIZONTAL SIDING



HORIZONTAL SIDING



VERTICAL BOARD & BATTEN SIDING





TO: Scott Harlicker, Planner

FROM: Mark Hansen, Assistant City Engineer

SUBJECT: Dominion Senior Housing
Proposed Site Development

DATE: March 11, 2015

The following comments are based on the Engineering Division's review of the revised site plan dated March 5, 2015 for a proposed senior housing facility to be located at 11000 Crooked Lake Boulevard. The site is located west of and adjacent to Crooked Lake Boulevard, and north of and adjacent to 109th Lane. Both Crooked Lake Boulevard and 109th Lane are City streets. The engineer/surveyor is Loucks Associates, and the developer/owner is Dominion.

Grading and Drainage Plan

- The City will need an easement for the portion of the proposed 10-foot wide bituminous trail located outside the public right of way along 109th Lane.
- Additional coordination with the City and the Coon Creek Watershed District will be necessary to complete the combination rain garden system design to be located along the western property line. This includes revising Raingarden 2P Cell #1 to include additional area behind the curb adjacent to the ice arena parking lot, as discussed at the City/Watershed coordination meeting held on March 9, 2015.
- An outlet pipe needs to be added at the end of the north driveway entrance to the underground garage.

Stormwater Pollution Prevention Plan

- Add the word "owner" after "The new..." in the last sentence of note #14.

Utility Plan

- The note for the post indicator valve shall read "Wall Post Indicator Valve" on the plans.
- Under general note #1 - update the City Engineers Association of Minnesota to the 2013 edition.
- General note #2 - sheets C8-1 to C8-2 do not currently depict utility service details. Update the plans as necessary to include the appropriate details.
- The existing 8" DIP watermain stub and valve located off of Crooked Lake Boulevard on the east side of the project shall be removed to the main. If any portion of this watermain pipe is to be left in place within the tree area, it shall be appropriately abandoned by blowing the pipe full with silica sand.

General Comments

- The applicant shall continue working with the Coon Creek Watershed District to obtain the necessary permits.

Cc: Tim Himmer, Public Works Director
Grant Fernelius, Community Development Director
Rebecca Haug, Coon Creek Watershed District



Planning Commission Regular

6.

Meeting Date: 03/19/2015

Subject: PC 15-11a, Resolution Finding Proposed TIF District Consistent with the Comprehensive Plan

From: Matt Brown, Community Development Specialist

INTRODUCTION

The Commission is asked to consider a resolution finding that a proposed Tax Increment Financing (TIF) District is consistent with the Comprehensive Plan.

ACTIONS

Decision by Planning Commission

60 DAY RULE

NA

LOCATION

	Existing Use	Comprehensive Plan	Zoning
Subject Property	Undeveloped and ice arena	Institutional, Commercial Mixed Use, Park, Recreation and Preserve and High Density Residential	PORT and River Rapids Overlay
North	Shopping center	Commercial Mixed Use	PORT and River Rapids Overlay
South	Single family residential	Low Density Residential	Low Density Residential 1
East	Single family residential	Low Density Residential	Low Density Residential 1
West	Apartments and retail	Commercial Mixed Use and High Density Residential	PORT, River Rapids Overlay and High Density Residential

DISCUSSION

In Planning Cases 15-10 and 15-11, the Commission considered a plat and site plan for a 166-unit senior apartment building near the intersection of 109th Lane and Crooked Lake Boulevard, adjacent to the Coon Rapids Ice Center. The applicant has requested TIF assistance from the City to finance the project. Minnesota Statutes require that the Planning Commission adopt a resolution finding that the proposed use of TIF is consistent with the City's Comprehensive Plan.

The Future Land Use Map in the Comprehensive Plan guides the site for High-Density Residential development. The Port Campus Square Master Plan, which was adopted into the Comprehensive Plan, calls for senior housing on the site. Staff believes that the proposed senior apartment building for which TIF has been requested is consistent with the Comprehensive Plan.

RECOMMENDATION

In Planning Case 15-11a, **adopt** Resolution 15-1 finding that the modification to the Redevelopment Plan for Redevelopment Project Area No. 1 and the Tax Increment Financing Plan for Tax Increment Financing District No. 1-31 conform to the Comprehensive Plan.

Attachments

Resolution PC 15-1

TIF Plan

Location Map

**PLANNING COMMISSION
CITY OF COON RAPIDS, MINNESOTA**

RESOLUTION NO. _____

**RESOLUTION OF THE CITY OF COON RAPIDS PLANNING COMMISSION
FINDING THAT A MODIFICATION TO THE REDEVELOPMENT PLAN FOR
REDEVELOPMENT PROJECT AREA NO. 1 AND A TAX INCREMENT
FINANCING PLAN FOR TAX INCREMENT FINANCING DISTRICT NO. 1-31
CONFORM TO THE GENERAL PLANS FOR THE DEVELOPMENT AND
REDEVELOPMENT OF THE CITY.**

WHEREAS, the Coon Rapids Economic Development Authority (the "EDA") and the City of Coon Rapids (the "City") have proposed to adopt a Modification to the Redevelopment Plan for Redevelopment Project Area No. 1 (the "Redevelopment Plan Modification") and a Tax Increment Financing Plan for Tax Increment Financing District No. 1-31 (the "TIF Plan") therefor (the Redevelopment Plan Modification and the TIF Plan are referred to collectively herein as the "Plans") and have submitted the Plans to the City Planning Commission (the "Commission") pursuant to Minnesota Statutes, Section 469.175, Subd. 3, and

WHEREAS, the Commission has reviewed the Plans to determine their conformity with the general plans for the development and redevelopment of the City as described in the comprehensive plan for the City.

NOW, THEREFORE, BE IT RESOLVED by the Commission that the Plans conform to the general plans for the development and redevelopment of the City as a whole.

Dated: March 19, 2015

Chair

ATTEST:

Secretary



*As of March 11, 2015
Draft for Planning Commission*

**Modification to the Redevelopment Plan
for Redevelopment Project Area No. 1**

and the

Tax Increment Financing Plan

for the establishment of

**Tax Increment Financing District No. 1-31
(a housing district)**

within

Redevelopment Project Area No. 1

Coon Rapids Economic Development Authority
City of Coon Rapids
Anoka County
State of Minnesota

Public Hearing: April 7, 2015
Adopted:



Prepared by: EHLERS & ASSOCIATES, INC.
3060 Centre Pointe Drive, Roseville, Minnesota 55113-1105
651-697-8500 fax: 651-697-8555 www.ehlers-inc.com

Table of Contents

(for reference purposes only)

Section 1 - Modification to the Redevelopment Plan	
for Redevelopment Project Area No. 1	1-1
Foreword	1-1
Section 2 - Tax Increment Financing Plan	
for Tax Increment Financing District No. 1-31	2-1
Subsection 2-1. Foreword	2-1
Subsection 2-2. Statutory Authority	2-1
Subsection 2-3. Statement of Objectives	2-1
Subsection 2-4. Redevelopment Plan Overview	2-1
Subsection 2-5. Description of Property in the District and Property To Be Acquired ..	2-2
Subsection 2-6. Classification of the District	2-2
Subsection 2-7. Duration and First Year of Tax Increment of the District	2-3
Subsection 2-8. Original Tax Capacity, Tax Rate and Estimated Captured Net Tax Capacity	
Value/Increment and Notification of Prior Planned Improvements	2-4
Subsection 2-9. Sources of Revenue/Bonds to be Issued	2-5
Subsection 2-10. Uses of Funds	2-5
Subsection 2-11. Fiscal Disparities Election	2-6
Subsection 2-12. Business Subsidies	2-7
Subsection 2-13. County Road Costs	2-8
Subsection 2-14. Estimated Impact on Other Taxing Jurisdictions	2-8
Subsection 2-15. Supporting Documentation	2-10
Subsection 2-16. Definition of Tax Increment Revenues	2-10
Subsection 2-17. Modifications to the District	2-10
Subsection 2-18. Administrative Expenses	2-11
Subsection 2-19. Limitation of Increment	2-11
Subsection 2-20. Use of Tax Increment	2-12
Subsection 2-21. Excess Increments	2-13
Subsection 2-22. Requirements for Agreements with the Developer	2-13
Subsection 2-23. Assessment Agreements	2-13
Subsection 2-24. Administration of the District	2-14
Subsection 2-25. Annual Disclosure Requirements	2-14
Subsection 2-26. Reasonable Expectations	2-14
Subsection 2-27. Other Limitations on the Use of Tax Increment	2-14
Subsection 2-28. Summary	2-14
Appendix A	
Project Description	A-1
Appendix B	
Map(s) of Redevelopment Project Area No. 1 and the District	B-1
Appendix C	
Description of Property to be Included in the District	C-1
Appendix D	
Estimated Cash Flow for the District	D-1
Appendix E	

Housing Qualifications for the District	E-1
Appendix F	
Findings for the District	F-1

***Section 1 - Modification to the Redevelopment Plan
for Redevelopment Project Area No. 1***

Foreword

The following text represents a Modification to the Redevelopment Plan for Redevelopment Project Area No. 1. This modification represents a continuation of the goals and objectives set forth in the Redevelopment Plan for Redevelopment Project Area No. 1. Generally, the substantive changes include the establishment of Tax Increment Financing District No. 1-31.

For further information, a review of the Redevelopment Plan for Redevelopment Project Area No. 1 is recommended. It is available from the Community Development Specialist at the City of Coon Rapids. Other relevant information is contained in the Tax Increment Financing Plans for the Tax Increment Financing Districts located within Redevelopment Project Area No. 1.

Section 2 - Tax Increment Financing Plan for Tax Increment Financing District No. 1-31

Subsection 2-1. Foreword

The Coon Rapids Economic Development Authority (the "EDA"), the City of Coon Rapids (the "City"), staff and consultants have prepared the following information to expedite the establishment of Tax Increment Financing District No. 1-31 (the "District"), a housing tax increment financing district, located in Redevelopment Project Area No. 1.

Subsection 2-2. Statutory Authority

Within the City, there exist areas where public involvement is necessary to cause development or redevelopment to occur. To this end, the EDA and City have certain statutory powers pursuant to *Minnesota Statutes ("M.S.")*, Sections 469.090 to 469.1082, inclusive, as amended, and *M.S.*, Sections 469.174 to 469.1794, inclusive, as amended (the "Tax Increment Financing Act" or "TIF Act"), to assist in financing public costs related to this project.

This section contains the Tax Increment Financing Plan (the "TIF Plan") for the District. Other relevant information is contained in the Modification to the Redevelopment Plan for Redevelopment Project Area No. 1.

Subsection 2-3. Statement of Objectives

The District currently consists of three parcels of land and adjacent and internal rights-of-way. The District is being created to facilitate construction of 166 units of affordable senior apartments in the City. Please see Appendix A for further District information. The city has approved a preliminary Term Sheet with Dominion and will enter into an agreement with the company as the developer. This TIF Plan is expected to achieve many of the objectives outlined in the Redevelopment Plan for Redevelopment Project Area No. 1.

The activities contemplated in the Modification to the Redevelopment Plan and the TIF Plan do not preclude the undertaking of other qualified development or redevelopment activities. These activities are anticipated to occur over the life of Redevelopment Project Area No. 1 and the District.

Subsection 2-4. Redevelopment Plan Overview

1. Property to be Acquired - The EDA or City currently owns two parcels of property within the District. The remaining property located within the District may be acquired by the developer, EDA or City and is further described in this TIF Plan.
2. Relocation - Relocation services, to the extent required by law, are available pursuant to *M.S.*, Chapter 117 and other relevant state and federal laws.
3. Upon approval of a developer's plan relating to the project and completion of the necessary legal requirements, the EDA or City may sell to a developer selected properties that it owns or may acquire within the District or may lease land or facilities to a developer.
4. The EDA or City may perform or provide for some or all necessary acquisition, construction, relocation, demolition, and required utilities and public street work within the District.

Subsection 2-5. Description of Property in the District and Property To Be Acquired

The District encompasses all property and adjacent rights-of-way and abutting roadways identified by the parcels listed in Appendix C of this TIF Plan. Please also see the map in Appendix B for further information on the location of the District.

The EDA or City may acquire any parcel within the District including interior and adjacent street rights of way. Any properties identified for acquisition will be acquired by the EDA or City only in order to accomplish one or more of the following: storm sewer improvements; provide land for needed public streets, utilities and facilities; carry out land acquisition, site improvements, clearance and/or development to accomplish the uses and objectives set forth in this plan. The EDA or City may acquire property by gift, dedication, condemnation or direct purchase from willing sellers in order to achieve the objectives of this TIF Plan. Such acquisitions will be undertaken only when there is assurance of funding to finance the acquisition and related costs.

Subsection 2-6. Classification of the District

The EDA and City, in determining the need to create a tax increment financing district in accordance with *M.S., Sections 469.174 to 469.1794*, as amended, inclusive, find that the District, to be established, is a housing district pursuant to *M.S., Section 469.174, Subd. 11* and *M.S., Section 469.1761* as defined below:

M.S., Section 469.174, Subd.11:

"Housing district" means a type of tax increment financing district which consists of a project, or a portion of a project, intended for occupancy, in part, by persons or families of low and moderate income, as defined in chapter 462A, Title II of the National Housing Act of 1934, the National Housing Act of 1959, the United States Housing Act of 1937, as amended, Title V of the Housing Act of 1949, as amended, any other similar present or future federal, state, or municipal legislation, or the regulations promulgated under any of those acts, and that satisfies the requirements of M.S., Section 469.1761. Housing project means a project, or portion of a project, that meets all the qualifications of a housing district under this subdivision, whether or not actually established as a housing district.

M.S., Section 469.1761:

Subd. 1. Requirement imposed.

(a) In order for a tax increment financing district to qualify as a housing district:

(1) the income limitations provided in this section must be satisfied; and

(2) no more than 20 percent of the square footage of buildings that receive assistance from tax increments may consist of commercial, retail, or other nonresidential uses.

(b) The requirements imposed by this section apply to property receiving assistance financed with tax increments, including interest reduction, land transfers at less than the Authority's cost of acquisition, utility service or connections, roads, parking facilities, or other subsidies. The provisions of this section do not apply to districts located within a targeted area as defined in Section 462C.02 Subd 9, clause (e).

(c) For purposes of the requirements of paragraph (a), the authority may elect to treat an addition to an existing structure as a separate building if:

- (1) construction of the addition begins more than three years after construction of the existing structure was completed; and*
- (2) for an addition that does not meet the requirements of paragraph (a), clause (2), if it is treated as a separate building, the addition was not contemplated by the tax increment financing plan which includes the existing structure.*

Subd. 2. Owner occupied housing.

For owner occupied residential property, 95 percent of the housing units must be initially purchased and occupied by individuals whose family income is less than or equal to the income requirements for qualified mortgage bond projects under section 143(f) of the Internal Revenue Code.

Subd. 3. Rental property.

For residential rental property, the property must satisfy the income requirements for a qualified residential rental project as defined in section 142(d) of the Internal Revenue Code. The requirements of this subdivision apply for the duration of the tax increment financing district.

Subd. 4. Noncompliance; enforcement.

Failure to comply with the requirements of this section is subject to M.S., Section 469.1771.

In meeting the statutory criteria the EDA and City rely on the following facts and findings:

- The District consists of three parcels.
- The development will consist of 166 units of multi-family rental housing.
- 40% of the units will be occupied by person with incomes less than 60% of median income.

Pursuant to *M.S., Section 469.176, Subd. 7*, the District does not contain any parcel or part of a parcel that qualified under the provisions of *M.S., Sections 273.111 or 273.112 or Chapter 473H* for taxes payable in any of the five calendar years before the filing of the request for certification of the District.

Subsection 2-7. Duration and First Year of Tax Increment of the District

Pursuant to *M.S., Section 469.175, Subd. 1, and Section 469.176, Subd. 1*, the duration and first year of tax increment of the District must be indicated within the TIF Plan. Pursuant to *M.S., Section 469.176, Subd. 1b.*, the duration of the District will be 25 years after receipt of the first increment by the EDA or City (a total of 26 years of tax increment). The EDA or City elects to receive the first tax increment in 2017, which is no later than four years following the year of approval of the District. Thus, it is estimated that the District, including any modifications of the TIF Plan for subsequent phases or other changes, would terminate after 2042, or when the TIF Plan is satisfied. The EDA or City reserves the right to decertify the District prior to the legally required date.

Subsection 2-8. Original Tax Capacity, Tax Rate and Estimated Captured Net Tax Capacity Value/Increment and Notification of Prior Planned Improvements

Pursuant to *M.S., Section 469.174, Subd. 7 and M.S., Section 469.177, Subd. 1*, the Original Net Tax Capacity (ONTC) as certified for the District will be based on the market values placed on the property by the assessor in 2014 for taxes payable 2015, assuming the request for certification is made before June 30, 2015.

Pursuant to *M.S., Section 469.177, Subds. 1 and 2*, the County Auditor shall certify in each year (beginning in the payment year 2017) the amount by which the original value has increased or decreased as a result of:

1. Change in tax exempt status of property;
2. Reduction or enlargement of the geographic boundaries of the district;
3. Change due to adjustments, negotiated or court-ordered abatements;
4. Change in the use of the property and classification;
5. Change in state law governing class rates; or
6. Change in previously issued building permits.

In any year in which the current Net Tax Capacity (NTC) value of the District declines below the ONTC, no value will be captured and no tax increment will be payable to the EDA or City.

The original local tax rate for the District will be the local tax rate for taxes payable 2015, assuming the request for certification is made before June 30, 2015. The ONTC and the Original Local Tax Rate for the District appear in the table below.

Pursuant to *M.S., Section 469.174 Subd. 4 and M.S., Section 469.177, Subd. 1, 2, and 4*, the estimated Captured Net Tax Capacity (CTC) of the District, within Redevelopment Project Area No. 1, upon completion of the projects within the District, will annually approximate tax increment revenues as shown in the table below. The EDA and City request 100 percent of the available increase in tax capacity for repayment of its obligations and current expenditures, beginning in the tax year payable 2017. The Project Tax Capacity (PTC) listed is an estimate of values when the projects within the District are completed.

Project Estimated Tax Capacity upon Completion (PTC)	\$253,083	
Original Estimated Net Tax Capacity (ONTC)	\$7,069	
Estimated Captured Tax Capacity (CTC)	\$246,014	
Original Local Tax Rate	1.12047	Estimated Pay 2015
Estimated Annual Tax Increment (CTC x Local Tax Rate)	\$275,651	
Percent Retained by the EDA	100%	

Tax capacity includes a 3% inflation factor for the duration of the District. The tax capacity included in this chart is the estimated tax capacity of the District in year 25. The tax capacity of the District in year one is estimated to be \$62,250.

Pursuant to *M.S., Section 469.177, Subd. 4*, the EDA shall, after a due and diligent search, accompany its request for certification to the County Auditor or its notice of the District enlargement pursuant to *M.S., Section 469.175, Subd. 4*, with a listing of all properties within the District or area of enlargement for which building permits have been issued during the eighteen (18) months immediately preceding approval of the TIF Plan by the municipality pursuant to *M.S., Section 469.175, Subd. 3*. The County Auditor shall increase

the original net tax capacity of the District by the net tax capacity of improvements for which a building permit was issued.

The City has reviewed the area to be included in the District and found no parcels for which building permits have been issued during the 18 months immediately preceding approval of the TIF Plan by the City.

Subsection 2-9. Sources of Revenue/Bonds to be Issued

The costs outlined in the Uses of Funds will be financed primarily through the annual collection of tax increments. The EDA or City reserves the right to incur bonds or other indebtedness as a result of the TIF Plan. As presently proposed, the projects within the District will be financed by a pay-as-you-go note/interfund loan/transfer. Any refunding amounts will be deemed a budgeted cost without a formal TIF Plan Modification. This provision does not obligate the EDA or City to incur debt. The EDA or City will issue bonds or incur other debt only upon the determination that such action is in the best interest of the City.

The total estimated tax increment revenues for the District are shown in the table below:

<u>SOURCES OF FUNDS</u>	<u>TOTAL</u>
Tax Increment	\$4,931,994
<u>Interest</u>	<u>\$493,199</u>
TOTAL	\$5,425,193

The EDA or City may issue bonds (as defined in the TIF Act) secured in whole or in part with tax increments from the District in a maximum principal amount of \$2,862,436. Such bonds may be in the form of pay-as-you-go notes, revenue bonds or notes, general obligation bonds, or interfund loans. This estimate of total bonded indebtedness is a cumulative statement of authority under this TIF Plan as of the date of approval.

Subsection 2-10. Uses of Funds

Currently under consideration for the District is a proposal to facilitate construction of 166 units of affordable senior apartments. The EDA and City have determined that it will be necessary to provide assistance to the project(s) for certain District costs, as described. The EDA has studied the feasibility of the development or redevelopment of property in and around the District. To facilitate the establishment and development or redevelopment of the District, this TIF Plan authorizes the use of tax increment financing to pay for the cost of certain eligible expenses. The estimate of public costs and uses of funds associated with the District is outlined in the following table.

<u>USES OF TAX INCREMENT FUNDS</u>	<u>TOTAL</u>
Land/Building Acquisition	\$1,000,000
Site Improvements/Preparation	\$200,000
Utilities	\$300,000
Other Qualifying Improvements	\$869,237
<u>Administrative Costs (up to 10%)</u>	<u>\$493,199</u>
PROJECT COST TOTAL	\$2,862,436
<u>Interest</u>	<u>\$2,562,757</u>
PROJECT AND INTEREST COSTS TOTAL	\$5,425,193

The total project cost, including financing costs (interest) listed in the table above does not exceed the total projected tax increments for the District as shown in Subsection 2-9.

Estimated costs associated with the District are subject to change among categories without a modification to this TIF Plan. The cost of all activities to be considered for tax increment financing will not exceed, without formal modification, the budget above pursuant to the applicable statutory requirements. The EDA may expend funds for qualified housing activities outside of the District boundaries.

Subsection 2-11. Fiscal Disparities Election

Pursuant to *M.S., Section 469.177, Subd. 3*, the City may elect one of two methods to calculate fiscal disparities. If the calculations pursuant to *M.S., Section 469.177, Subd. 3, clause b*, (outside the District) are followed, the following method of computation shall apply:

- (1) *The original net tax capacity shall be determined before the application of the fiscal disparity provisions of Chapter 276A or 473F. The current net tax capacity shall exclude any fiscal disparity commercial-industrial net tax capacity increase between the original year and the current year multiplied by the fiscal disparity ratio determined pursuant to M.S., Section 276A.06, subdivision 7 or M.S., Section 473F.08, subdivision 6. Where the original net tax capacity is equal to or greater than the current net tax capacity, there is no captured tax capacity and no tax increment determination. Where the original tax capacity is less than the current tax capacity, the difference between the original net tax capacity and the current net tax capacity is the captured net tax capacity. This amount less any portion thereof which the authority has designated, in its tax increment financing plan, to share with the local taxing districts is the retained captured net tax capacity of the authority.*
- (2) *The county auditor shall exclude the retained captured net tax capacity of the authority from the net tax capacity of the local taxing districts in determining local taxing district tax rates. The local tax rates so determined are to be extended against the retained captured net tax capacity of the authority as well as the net tax capacity of the local taxing districts. The tax generated by the extension of the less of (A) the local taxing district tax rates or (B) the original local tax rate to the retained captured net tax capacity of the authority is the tax increment of the authority.*

The City will choose to calculate fiscal disparities by clause b. It is not anticipated that the District will contain commercial/industrial property. As a result, there should be no impact due to the fiscal disparities provision on the District.

According to *M.S., Section 469.177, Subd. 3*:

- (c) The method of computation of tax increment applied to a district pursuant to paragraph (a) or (b) shall remain the same for the duration of the district, except that the governing body may elect to change its election from the method of computation in paragraph (a) to the method in paragraph (b).*

Subsection 2-12. Business Subsidies

Pursuant to *M.S., Section 116J.993, Subd. 3*, the following forms of financial assistance are not considered a business subsidy:

- (1) A business subsidy of less than \$150,000;
- (2) Assistance that is generally available to all businesses or to a general class of similar businesses, such as a line of business, size, location, or similar general criteria;
- (3) Public improvements to buildings or lands owned by the state or local government that serve a public purpose and do not principally benefit a single business or defined group of businesses at the time the improvements are made;
- (4) Redevelopment property polluted by contaminants as defined in *M.S., Section 116J.552, Subd. 3*;
- (5) Assistance provided for the sole purpose of renovating old or decaying building stock or bringing it up to code and assistance provided for designated historic preservation districts, provided that the assistance is equal to or less than 50% of the total cost;
- (6) Assistance to provide job readiness and training services if the sole purpose of the assistance is to provide those services;
- (7) Assistance for housing;
- (8) Assistance for pollution control or abatement, including assistance for a tax increment financing hazardous substance subdistrict as defined under *M.S., Section 469.174, Subd. 23*;
- (9) Assistance for energy conservation;
- (10) Tax reductions resulting from conformity with federal tax law;
- (11) Workers' compensation and unemployment compensation;
- (12) Benefits derived from regulation;
- (13) Indirect benefits derived from assistance to educational institutions;
- (14) Funds from bonds allocated under chapter 474A, bonds issued to refund outstanding bonds, and bonds issued for the benefit of an organization described in section 501 (c) (3) of the Internal Revenue Code of 1986, as amended through December 31, 1999;
- (15) Assistance for a collaboration between a Minnesota higher education institution and a business;
- (16) Assistance for a tax increment financing soils condition district as defined under *M.S., Section 469.174, Subd. 19*;
- (17) Redevelopment when the recipient's investment in the purchase of the site and in site preparation is 70 percent or more of the assessor's current year's estimated market value;
- (18) General changes in tax increment financing law and other general tax law changes of a principally technical nature;
- (19) Federal assistance until the assistance has been repaid to, and reinvested by, the state or local government agency;
- (20) Funds from dock and wharf bonds issued by a seaway port authority;
- (21) Business loans and loan guarantees of \$150,000 or less;

- (22) Federal loan funds provided through the United States Department of Commerce, Economic Development Administration; and
- (23) Property tax abatements granted under *M.S., Section 469.1813* to property that is subject to valuation under Minnesota Rules, chapter 8100.

The EDA will comply with *M.S., Sections 116J.993 to 116J.995* to the extent the tax increment assistance under this TIF Plan does not fall under any of the above exemptions.

Subsection 2-13. County Road Costs

Pursuant to *M.S., Section 469.175, Subd. 1a*, the county board may require the EDA or City to pay for all or part of the cost of county road improvements if the proposed development to be assisted by tax increment will, in the judgment of the county, substantially increase the use of county roads requiring construction of road improvements or other road costs and if the road improvements are not scheduled within the next five years under a capital improvement plan or within five years under another county plan.

If the county elects to use increments to improve county roads, it must notify the EDA or City within forty-five days of receipt of this TIF Plan. In the opinion of the EDA and City and consultants, the proposed development outlined in this TIF Plan will have little or no impact upon county roads, therefore the TIF Plan was not forwarded to the county 45 days prior to the public hearing. The EDA and City are aware that the county could claim that tax increment should be used for county roads, even after the public hearing.

Subsection 2-14. Estimated Impact on Other Taxing Jurisdictions

The estimated impact on other taxing jurisdictions assumes that the redevelopment contemplated by the TIF Plan would occur without the creation of the District. However, the EDA or City has determined that such development or redevelopment would not occur "but for" tax increment financing and that, therefore, the fiscal impact on other taxing jurisdictions is \$0. The estimated fiscal impact of the District would be as follows if the "but for" test was not met:

IMPACT ON TAX BASE

	<u>2014/Pay 2015 Total Net Tax Capacity</u>	<u>Estimated Captured Tax Capacity (CTC) Upon Completion</u>	<u>Percent of CTC to Entity Total</u>
Anoka County	285,531,892	246,014	0.0862%
City of Coon Rapids	49,038,831	246,014	0.5017%
Anoka Hennepin ISD No. 11	148,985,813	246,014	0.1651%

IMPACT ON TAX RATES

	<u>Estimated Pay 2015 Extension Rates</u>	<u>Percent of Total</u>	<u>CTC</u>	<u>Potential Taxes</u>
Anoka County	0.380760	33.98%	246,014	93,672
City of Coon Rapids	0.446550	39.85%	246,014	109,858
Anoka Hennepin ISD No. 11	0.224630	20.05%	246,014	55,262
Other	<u>0.068530</u>	<u>6.12%</u>	<u>246,014</u>	<u>16,859</u>
Total	1.120470	100.00%		275,651

The estimates listed above display the captured tax capacity when all construction is completed. The tax rate used for calculations is the estimated Pay 2015 rate. The total net capacity for the entities listed above are based on estimated Pay 2015 figures. The District will be certified under the actual Pay 2015 rates, which were unavailable at the time this TIF Plan was prepared.

Pursuant to *M.S. Section 469.175 Subd. 2(b)*:

- (1) Estimate of total tax increment. It is estimated that the total amount of tax increment that will be generated over the life of the District is \$4,931,994;
- (2) Probable impact of the District on city provided services and ability to issue debt. An impact of the District on police protection is not expected. The City police department does track all calls for service by owner or renter occupancy. With any addition of new residents or businesses, police calls for service will be increased. New developments add an increase in traffic, and additional overall demands to the call load. The City does not expect that the proposed development, in and of itself, will necessitate new capital investment.

The probable impact of the District on fire protection is not expected to be significant. Typically new buildings generate few calls, if any, and are of superior construction.

The impact of the District on public infrastructure is expected to be minimal. The development is not expected to significantly impact any traffic movements in the area. The current infrastructure for sanitary sewer, storm sewer and water will be able to handle the additional volume generated from the proposed development. Based on the development plans, there are no additional costs associated with street maintenance, sweeping, plowing, lighting and sidewalks. The development in the District is expected to contribute an estimated \$412,510 in sanitary sewer (SAC) connection fees.

The probable impact of any District general obligation tax increment bonds on the ability to issue debt for general fund purposes is expected to be minimal. It is not anticipated that there will be any general obligation debt issued in relation to this project, therefore there will be no impact on the City's ability to issue future debt or on the City's debt limit.

- (3) Estimated amount of tax increment attributable to school district levies. It is estimated that the amount of tax increments over the life of the District that would be attributable to school district levies, assuming the school district's share of the total local tax rate for all taxing jurisdictions remained the same, is \$998,865.
- (4) Estimated amount of tax increment attributable to county levies. It is estimated that the amount of tax increments over the life of the District that would be attributable to county levies, assuming the county's share of the total local tax rate for all taxing jurisdictions remained the same, is \$1,675,892;
- (5) Additional information requested by the county or school district. The City is not aware of any standard questions in a county or school district written policy regarding tax increment districts and impact on county or school district services. The county or school district must request additional information pursuant to *M.S. Section 469.175 Subd. 2(b)* within 15 days after receipt of the tax increment financing plan.

No requests for additional information from the county or school district regarding the proposed development for the District have been received.

Subsection 2-15. Supporting Documentation

Pursuant to *M.S. Section 469.175, Subd. 1 (a), clause 7* the TIF Plan must contain identification and description of studies and analyses used to make the findings are required in the resolution approving the District. Following is a list of reports and studies on file at the City that support the EDA and City's findings:

- City of Coon Rapids: *Port Campus Square Master Plan*, 2013
- City of Coon Rapids: *Comprehensive Housing Strategy*, October, 2007
- City of Coon Rapids: *Comprehensive Plan*, August, 2009

Subsection 2-16. Definition of Tax Increment Revenues

Pursuant to *M.S., Section 469.174, Subd. 25*, tax increment revenues derived from a tax increment financing district include all of the following potential revenue sources:

1. Taxes paid by the captured net tax capacity, but excluding any excess taxes, as computed under *M.S., Section 469.177*;
2. The proceeds from the sale or lease of property, tangible or intangible, to the extent the property was purchased by the Authority with tax increments;
3. Principal and interest received on loans or other advances made by the Authority with tax increments;
4. Interest or other investment earnings on or from tax increments; and
5. Repayments or return of tax increments made to the Authority under agreements for districts for which the request for certification was made after August 1, 1993.

Subsection 2-17. Modifications to the District

In accordance with *M.S., Section 469.175, Subd. 4*, any:

1. Reduction or enlargement of the geographic area of the District, if the reduction does not meet the requirements of *M.S., Section 469.175, Subd. 4(e)*;
2. Increase in amount of bonded indebtedness to be incurred;
3. A determination to capitalize interest on debt if that determination was not a part of the original TIF Plan;
4. Increase in the portion of the captured net tax capacity to be retained by the EDA or City;
5. Increase in the estimate of the cost of the District, including administrative expenses, that will be paid or financed with tax increment from the District; or
6. Designation of additional property to be acquired by the EDA or City,

shall be approved upon the notice and after the discussion, public hearing and findings required for approval of the original TIF Plan.

Pursuant to *M.S. Section 469.175 Subd. 4(f)*, the geographic area of the District may be reduced, but shall not be enlarged after five years following the date of certification of the original net tax capacity by the county auditor. If a housing district is enlarged, the reasons and supporting facts for the determination that the addition to the district meets the criteria of *M.S., Section 469.174, Subd. 11* must be documented. The requirements of this paragraph do not apply if (1) the only modification is elimination of parcel(s) from the District and (2) (A) the current net tax capacity of the parcel(s) eliminated from the District equals or exceeds the net tax capacity of those parcel(s) in the District's original net tax capacity or (B) the EDA agrees that, notwithstanding *M.S., Section 469.177, Subd. 1*, the original net tax capacity will be reduced by no more than the current net tax capacity of the parcel(s) eliminated from the District.

The EDA or City must notify the County Auditor of any modification to the District. Modifications to the District in the form of a budget modification or an expansion of the boundaries will be recorded in the TIF Plan.

Subsection 2-18. Administrative Expenses

In accordance with *M.S., Section 469.174, Subd. 14*, administrative expenses means all expenditures of the EDA or City, *other than*:

1. Amounts paid for the purchase of land;
2. Amounts paid to contractors or others providing materials and services, including architectural and engineering services, directly connected with the physical development of the real property in the District;
3. Relocation benefits paid to or services provided for persons residing or businesses located in the District; or
4. Amounts used to pay principal or interest on, fund a reserve for, or sell at a discount bonds issued pursuant to *M.S., Section 469.178*; or
5. Amounts used to pay other financial obligations to the extent those obligations were used to finance costs described in clauses (1) to (3).

For districts for which the request for certification were made before August 1, 1979, or after June 30, 1982, and before August 1, 2001, administrative expenses also include amounts paid for services provided by bond counsel, fiscal consultants, and planning or economic development consultants. Pursuant to *M.S., Section*

469.176, Subd. 3, tax increment may be used to pay any **authorized and documented** administrative expenses for the District up to but not to exceed 10 percent of the total estimated tax increment expenditures authorized by the TIF Plan or the total tax increments, as defined by M.S., Section 469.174, Subd. 25, clause (1), from the District, whichever is less.

For districts for which certification was requested after July 31, 2001, no tax increment may be used to pay any administrative expenses for District costs which exceed ten percent of total estimated tax increment expenditures authorized by the TIF Plan or the total tax increments, as defined in M.S., Section 469.174, Subd. 25, clause (1), from the District, whichever is less.

Pursuant to M.S., Section 469.176, Subd. 4h, tax increments may be used to pay for the County's actual administrative expenses incurred in connection with the District and are not subject to the percentage limits of M.S., Section 469.176, Subd. 3. The county may require payment of those expenses by February 15 of the year following the year the expenses were incurred.

Pursuant to M.S., Section 469.177, Subd. 11, the County Treasurer shall deduct an amount (currently .36 percent) of any increment distributed to the EDA or City and the County Treasurer shall pay the amount deducted to the State Commissioner of Management and Budget for deposit in the state general fund to be appropriated to the State Auditor for the cost of financial reporting of tax increment financing information and the cost of examining and auditing authorities' use of tax increment financing. This amount may be adjusted annually by the Commissioner of Revenue.

Subsection 2-19. Limitation of Increment

The tax increment pledged to the payment of bonds and interest thereon may be discharged and the District may be terminated if sufficient funds have been irrevocably deposited in the debt service fund or other escrow account held in trust for all outstanding bonds to provide for the payment of the bonds at maturity or redemption date.

Pursuant to M.S., Section 469.176, Subd. 6:

if, after four years from the date of certification of the original net tax capacity of the tax increment financing district pursuant to M.S., Section 469.177, no demolition, rehabilitation or renovation of property or other site preparation, including qualified improvement of a street adjacent to a parcel but not installation of utility service including sewer or water systems, has been commenced on a parcel located within a tax increment financing district by the authority or by the owner of the parcel in accordance with the tax increment financing plan, no additional tax increment may be taken from that parcel and the original net tax capacity of that parcel shall be excluded from the original net tax capacity of the tax increment financing district. If the authority or the owner of the parcel subsequently commences demolition, rehabilitation or renovation or other site preparation on that parcel including qualified improvement of a street adjacent to that parcel, in accordance with the tax increment financing plan, the authority shall certify to the county auditor that the activity has commenced and the county auditor shall certify the net tax capacity thereof as most recently certified by the commissioner of revenue and add it to the original net tax capacity of the tax increment financing district. The county auditor must enforce the provisions of this subdivision. The authority must submit to the county auditor evidence that the required activity has taken place for each parcel in the district. The evidence for a parcel must be submitted by February 1 of the fifth year following the year in which the parcel was certified as included in the district. For purposes of this subdivision, qualified improvements of a

street are limited to (1) construction or opening of a new street, (2) relocation of a street, and (3) substantial reconstruction or rebuilding of an existing street.

The EDA or City or a property owner must improve parcels within the District by approximately April 2019 and report such actions to the County Auditor.

Subsection 2-20. Use of Tax Increment

The EDA or City hereby determines that it will use 100 percent of the captured net tax capacity of taxable property located in the District for the following purposes:

1. To pay the principal of and interest on bonds issued to finance a project;
2. To finance, or otherwise pay the cost of redevelopment of the Redevelopment Project Area No. 1 pursuant to *M.S., Sections 469.090 to 469.1082*;
3. To pay for project costs as identified in the budget set forth in the TIF Plan;
4. To finance, or otherwise pay for other purposes as provided in *M.S., Section 469.176, Subd. 4*;
5. To pay principal and interest on any loans, advances or other payments made to or on behalf of the EDA or City or for the benefit of Redevelopment Project Area No. 1 by a developer;
6. To finance or otherwise pay premiums and other costs for insurance or other security guaranteeing the payment when due of principal of and interest on bonds pursuant to the TIF Plan or pursuant to *M.S., Chapter 462C, M.S., Sections 469.152 through 469.165*, and/or *M.S., Sections 469.178*; and
7. To accumulate or maintain a reserve securing the payment when due of the principal and interest on the tax increment bonds or bonds issued pursuant to *M.S., Chapter 462C, M.S., Sections 469.152 through 469.165*, and/or *M.S., Sections 469.178*.

Revenues derived from tax increment from a housing district must be used solely to finance the cost of housing projects as defined in *M.S., Sections 469.174, Subd. 11 and 469.1761*. The cost of public improvements directly related to the housing projects and the allocated administrative expenses of the EDA or City may be included in the cost of a housing project.

These revenues shall not be used to circumvent any levy limitations applicable to the City nor for other purposes prohibited by *M.S., Section 469.176, Subd. 4*.

Tax increments generated in the District will be paid by Anoka County to the EDA for the Tax Increment Fund of said District. The EDA or City will pay to the developer(s) annually an amount not to exceed an amount as specified in a developer's agreement to reimburse the costs of land acquisition, public improvements, demolition and relocation, site preparation, and administration. Remaining increment funds will be used for EDA or City administration (up to 10 percent) and for the costs of public improvement activities outside the District.

Subsection 2-21. Excess Increments

Excess increments, as defined in *M.S., Section 469.176, Subd. 2*, shall be used only to do one or more of the following:

1. Prepay any outstanding bonds;
2. Discharge the pledge of tax increment for any outstanding bonds;
3. Pay into an escrow account dedicated to the payment of any outstanding bonds; or
4. Return the excess to the County Auditor for redistribution to the respective taxing jurisdictions in proportion to their local tax rates.

The EDA or City must spend or return the excess increments under paragraph (c) within nine months after the end of the year. In addition, the EDA or City may, subject to the limitations set forth herein, choose to modify the TIF Plan in order to finance additional public costs in Redevelopment Project Area No. 1 or the District.

Subsection 2-22. Requirements for Agreements with the Developer

The EDA or City will review any proposal for private development to determine its conformance with the Redevelopment Plan and with applicable municipal ordinances and codes. To facilitate this effort, the following documents may be requested for review and approval: site plan, construction, mechanical, and electrical system drawings, landscaping plan, grading and storm drainage plan, signage system plan, and any other drawings or narrative deemed necessary by the EDA or City to demonstrate the conformance of the development with City plans and ordinances. The EDA or City may also use the Agreements to address other issues related to the development.

Pursuant to *M.S., Section 469.176, Subd. 5*, no more than 10 percent, by acreage, of the property to be acquired in the District as set forth in the TIF Plan shall at any time be owned by the EDA or City as a result of acquisition with the proceeds of bonds issued pursuant to *M.S., Section 469.178* to which tax increments from property acquired is pledged, unless prior to acquisition in excess of 10 percent of the acreage, the EDA or City concluded an agreement for the development of the property acquired and which provides recourse for the EDA or City should the development not be completed.

Subsection 2-23. Assessment Agreements

Pursuant to *M.S., Section 469.177, Subd. 8*, the EDA or City may enter into a written assessment agreement in recordable form with the developer of property within the District which establishes a minimum market value of the land and completed improvements for the duration of the District. The assessment agreement shall be presented to the County Assessor who shall review the plans and specifications for the improvements to be constructed, review the market value previously assigned to the land upon which the improvements are to be constructed and, so long as the minimum market value contained in the assessment agreement appears, in the judgment of the assessor, to be a reasonable estimate, the County Assessor shall also certify the minimum market value agreement.

Subsection 2-24. Administration of the District

Administration of the District will be handled by the Community Development Specialist.

Subsection 2-25. Annual Disclosure Requirements

Pursuant to *M.S., Section 469.175, Subds. 5, 6, and 6b* the EDA or City must undertake financial reporting for all tax increment financing districts to the Office of the State Auditor, County Board and County Auditor on or before August 1 of each year. *M.S., Section 469.175, Subd. 5* also provides that an annual statement shall be published in a newspaper of general circulation in the City on or before August 15.

If the City fails to make a disclosure or submit a report containing the information required by *M.S., Section 469.175 Subd. 5 and Subd. 6*, the OSA will direct the County Auditor to withhold the distribution of tax increment from the District.

Subsection 2-26. Reasonable Expectations

As required by the TIF Act, in establishing the District, the determination has been made that the anticipated development would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future. In making said determination, reliance has been placed upon written representation made by the developer to such effects and upon EDA and City staff awareness of the feasibility of developing the project site(s) within the District.

Subsection 2-27. Other Limitations on the Use of Tax Increment

1. General Limitations. All revenue derived from tax increment shall be used in accordance with the TIF Plan. The revenues shall be used to finance, or otherwise pay the cost of redevelopment of the Redevelopment Project Area No. 1 pursuant to *M.S., Sections 469.090 to 469.1082*. Tax increments may not be used to circumvent existing levy limit law. No tax increment may be used for the acquisition, construction, renovation, operation, or maintenance of a building to be used primarily and regularly for conducting the business of a municipality, county, school district, or any other local unit of government or the state or federal government. This provision does not prohibit the use of revenues derived from tax increments for the construction or renovation of a parking structure.
2. Housing District Exceptions to Restriction on Pooling; Five Year Limit. Pursuant to *M.S., Section 469.1763*, (1) At least 80% of the tax increment derived from the District must be expended on Public Costs incurred within said district, and up to 20% of said tax increments may be spent on Public Costs incurred outside of the District but within Redevelopment Project Area No. 1; provided that in the case of a housing district, a housing project, as defined in *M.S., Section 469.174, Subd. 11*, is deemed to be an activity in the District, even if the expenditure occurred after five years.

Subsection 2-28. Summary

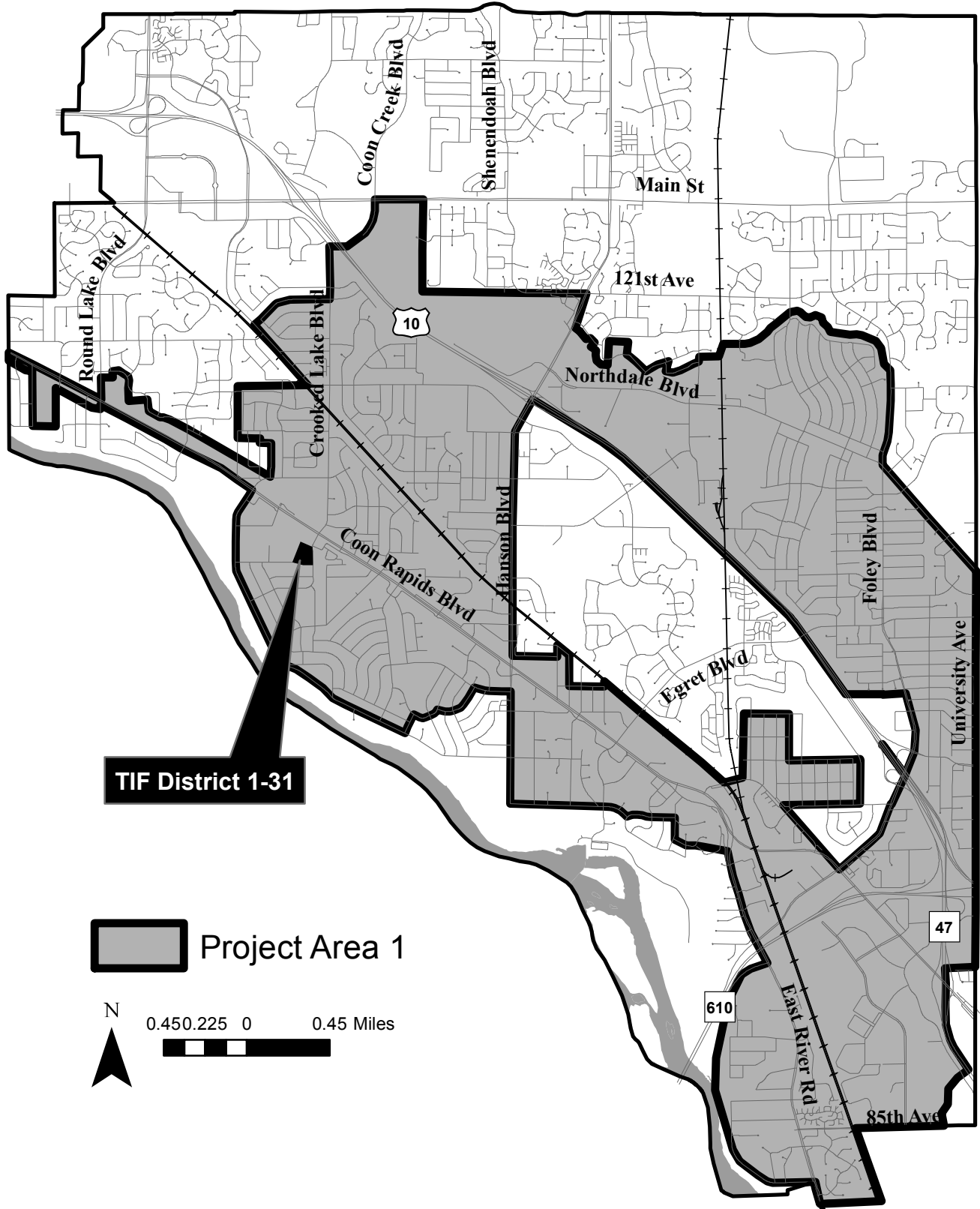
The Coon Rapids is establishing the District to provide an impetus for residential development and provide safe and decent life cycle housing in the City. The TIF Plan for the District was prepared by Ehlers & Associates, Inc., 3060 Centre Pointe Drive, Roseville, Minnesota 55113-1105, telephone (651) 697-8500.

Appendix A

The proposed project consists of a 4-story, 166-unit rental building situated on approximately 4.5 acres in the city. The building will be oriented toward individuals age 55 and up and at least 40% of the units will be affordable to households at or below 60% of the area median income. The project will contain a mix of one and two bedroom units with both surface and underground parking for residents.

Appendix B

Map of Redevelopment Project Area No. 1 and the District



Appendix C

Description of Property to be Included in the District

The District encompasses all property and adjacent rights-of-way and abutting roadways identified by the parcels listed below.

<u>Parcel Numbers</u>	<u>Address</u>	<u>Owner</u>
16-31-24-34-0021	10920 Crooked Lake Blvd NW	Coon Rapids HRA
16-31-24-34-0022	10930 Crooked Lake Blvd NW	Szyplinski
16-31-24-34-0031*	11000 Crooked Lake Blvd NW	Coon Rapids EDA

* Project will only include approximately of 25% of the parcel.

Appendix D

Estimated Cash Flow for the District



Dominium

City of Coon Rapids

166 unit 55+ Affordable (100%) Senior Apartment

ASSUMPTIONS AND RATES

DistrictType: Housing
District Name/Number:
County District #:
First Year Construction or Inflation on Value 2015
Existing District - Specify No. Years Remaining
 Inflation Rate - Every Year: 3.00%
 Interest Rate: 6.00%
 Present Value Date: 1-Feb-16
 First Period Ending: 1-Aug-16
 Tax Year District was Certified: Pay 2016
 Cashflow Assumes First Tax Increment For Development: 2017
 Years of Tax Increment: 26
 Assumes Last Year of Tax Increment: 2042
 Fiscal Disparities Election [Outside (A), Inside (B), or NA] Inside(B)
 Incremental or Total Fiscal Disparities Incremental
 Fiscal Disparities Contribution Ratio 35.4076% 2015 Prelim
 Fiscal Disparities Metro-Wide Tax Rate 161.6250% 2015 Prelim
 Maximum/Frozen Local Tax Rate: 112.047% 2015 Prelim
 Current Local Tax Rate: (Use lesser of Current or Max.) 112.047% 2015 Prelim
 State-wide Tax Rate (Comm./Ind. only used for total taxes) 51.0000% 2015 Prelim
 Market Value Tax Rate (Used for total taxes) 0.21261% 2015 Prelim

Tax Rates

Exempt Class Rate (Exempt)	0.00%
Commercial Industrial Preferred Class Rate (C/I Pref.)	
First \$150,000	1.50%
Over \$150,000	2.00%
Commercial Industrial Class Rate (C/I)	2.00%
Rental Housing Class Rate (Rental)	1.25%
Affordable Rental Housing Class Rate (Aff. Rental)	
First \$100,000	0.75%
Over \$100,000	0.25%
Non-Homestead Residential (Non-H Res. 1 Unit)	
First \$500,000	1.00%
Over \$500,000	1.25%
Homestead Residential Class Rate (Hmstd. Res.)	
First \$500,000	1.00%
Over \$500,000	1.25%
Agricultural Non-Homestead	1.00%

BASE VALUE INFORMATION (Original Tax Capacity)

Map #	PID	Owner	Address	Land Market Value	Building Market Value	Total Market Value	Percentage Of Value Used for District	Original Market Value	Tax Year Original Market Value	Property Tax Class	Current Original Tax Capacity	Class After Conversion	After Conversion Orig. Tax Cap.	Area/ Phase
	16-31-24-34-0031	EDA		723,096	0	723,096	100%	723,096	Pay 2016	Exempt	-	Aff. Rental	5,423	
	16-31-24-34-0022	Szyplinski		46,000	127,500	173,500	100%	173,500	Pay 2016	Hmstd. Res.	1,735	Aff. Rental	1,301	
	16-31-24-34-0021	HRA		46,000	0	46,000	100%	46,000	Pay 2016	Exempt	-	Aff. Rental	345	
				815,096	127,500	942,596		942,596			1,735		7,069	

Note:

- Base values for parcels 0031 and 0021 are for pay 2016 based on a review of the county website on 3-6-15. The project includes only approximately 25% parcel 16-31-24-34-0031. The value of that parcel is based on information provided by the city assessor.
- Properties will be combined through a platting process for the project



Dominium

City of Coon Rapids

166 unit 55+ Affordable (100%) Senior Apartment

PROJECT INFORMATION (Project Tax Capacity)												
Area/Phase	New Use	Estimated Market Value Per Sq. Ft./Unit	Taxable Market Value Per Sq. Ft./Unit	Total Sq. Ft./Units	Total Taxable Market Value	Property Tax Class	Project Tax Capacity	Percentage Completed 2015	Percentage Completed 2016	Percentage Completed 2017	Percentage Completed 2018	First Year Full Taxes Payable
	Residential	100,000	100,000	166	16,600,000	Aff. Rental	124,500	50%	100%	100%	100%	2018
TOTAL					16,600,000		124,500					

Note:

1. Market values are based upon estimates from city staff after discussions with the city assessor

TAX CALCULATIONS									
New Use	Total Tax Capacity	Fiscal Disparities Tax Capacity	Local Tax Capacity	Local Property Taxes	Fiscal Disparities Taxes	State-wide Property Taxes	Market Value Taxes	Total Taxes	Taxes Per Sq. Ft./Unit
Residential	124,500	0	124,500	139,499	0	0	35,293	174,792	1,052.96
TOTAL	124,500	0	124,500	139,499	0	0	35,293	174,792	

Note:

1. Taxes and tax increment will vary significantly from year to year depending upon values, rates, state law, fiscal disparities and other factors which cannot be predicted.
2. Assumes certification in 2016. Tax rates may be lower for 2016 which would result in less tax increment.

WHAT IS EXCLUDED FROM TIF?	
Total Property Taxes	174,792
less State-wide Taxes	0
less Fiscal Disp. Adj.	0
less Market Value Taxes	(35,293)
less Base Value Taxes	(7,921)
Annual Gross TIF	131,577



Dominium
City of Coon Rapids
166 unit 55+ Affordable (100%) Senior Apartment

TAX INCREMENT CASH FLOW														
% of OTC	Project Tax Capacity	Original Tax Capacity	Fiscal Disparities Incremental	Captured Tax Capacity	Local Tax Rate	Annual Gross Tax Increment	Semi-Annual Gross Tax Increment	State Auditor 0.36%	Admin. at 10%	Semi-Annual Net Tax Increment	Semi-Annual Present Value	PERIOD ENDING Yrs.	Tax Year	Payment Date
							-	-	-	-				08/01/16
														02/01/17
100%	62,250	(7,069)	-	55,181	112.047%	61,828	30,914	(111)	(3,080)	27,722	25,370	0.5	2017	08/01/17
							30,914	(111)	(3,080)	27,722	50,001	1	2017	02/01/18
100%	124,500	(7,069)	-	117,431	112.047%	131,577	65,789	(237)	(6,555)	58,997	100,892	1.5	2018	08/01/18
							65,789	(237)	(6,555)	58,997	150,301	2	2018	02/01/19
100%	128,235	(7,069)	-	121,166	112.047%	135,762	67,881	(244)	(6,764)	60,873	199,796	2.5	2019	08/01/19
							67,881	(244)	(6,764)	60,873	247,850	3	2019	02/01/20
100%	132,082	(7,069)	-	125,013	112.047%	140,073	70,036	(252)	(6,978)	62,806	295,986	3.5	2020	08/01/20
							70,036	(252)	(6,978)	62,806	342,719	4	2020	02/01/21
100%	136,045	(7,069)	-	128,975	112.047%	144,513	72,256	(260)	(7,200)	64,797	389,529	4.5	2021	08/01/21
							72,256	(260)	(7,200)	64,797	434,977	5	2021	02/01/22
100%	140,126	(7,069)	-	133,056	112.047%	149,086	74,543	(268)	(7,427)	66,847	480,496	5.5	2022	08/01/22
							74,543	(268)	(7,427)	66,847	524,690	6	2022	02/01/23
100%	144,330	(7,069)	-	137,260	112.047%	153,796	76,898	(277)	(7,662)	68,959	568,952	6.5	2023	08/01/23
							76,898	(277)	(7,662)	68,959	611,925	7	2023	02/01/24
100%	148,660	(7,069)	-	141,590	112.047%	158,647	79,324	(286)	(7,904)	71,134	654,962	7.5	2024	08/01/24
							79,324	(286)	(7,904)	71,134	696,746	8	2024	02/01/25
100%	153,119	(7,069)	-	146,050	112.047%	163,644	81,822	(295)	(8,153)	73,375	738,591	8.5	2025	08/01/25
							81,822	(295)	(8,153)	73,375	779,217	9	2025	02/01/26
100%	157,713	(7,069)	-	150,643	112.047%	168,791	84,396	(304)	(8,409)	75,683	819,900	9.5	2026	08/01/26
							84,396	(304)	(8,409)	75,683	859,398	10	2026	02/01/27
100%	162,444	(7,069)	-	155,375	112.047%	174,093	87,046	(313)	(8,673)	78,060	898,951	10.5	2027	08/01/27
							87,046	(313)	(8,673)	78,060	937,351	11	2027	02/01/28
100%	167,318	(7,069)	-	160,248	112.047%	179,553	89,777	(323)	(8,945)	80,508	975,802	11.5	2028	08/01/28
							89,777	(323)	(8,945)	80,508	1,013,133	12	2028	02/01/29
100%	172,337	(7,069)	-	165,268	112.047%	185,177	92,589	(333)	(9,226)	83,030	1,050,512	12.5	2029	08/01/29
							92,589	(333)	(9,226)	83,030	1,086,803	13	2029	02/01/30
100%	177,507	(7,069)	-	170,438	112.047%	190,970	95,485	(344)	(9,514)	85,627	1,123,138	13.5	2030	08/01/30
							95,485	(344)	(9,514)	85,627	1,158,416	14	2030	02/01/31
100%	182,832	(7,069)	-	175,763	112.047%	196,937	98,469	(354)	(9,811)	88,303	1,193,735	14.5	2031	08/01/31
							98,469	(354)	(9,811)	88,303	1,228,027	15	2031	02/01/32
100%	188,317	(7,069)	-	181,248	112.047%	203,083	101,541	(366)	(10,118)	91,058	1,262,358	15.5	2032	08/01/32
							101,541	(366)	(10,118)	91,058	1,295,689	16	2032	02/01/33
100%	193,967	(7,069)	-	186,897	112.047%	209,413	104,707	(377)	(10,433)	93,897	1,329,059	16.5	2033	08/01/33
							104,707	(377)	(10,433)	93,897	1,361,456	17	2033	02/01/34
100%	199,786	(7,069)	-	192,716	112.047%	215,933	107,967	(389)	(10,758)	96,820	1,393,889	17.5	2034	08/01/34
							107,967	(389)	(10,758)	96,820	1,425,378	18	2034	02/01/35
100%	205,780	(7,069)	-	198,710	112.047%	222,649	111,324	(401)	(11,092)	99,831	1,456,900	18.5	2035	08/01/35
							111,324	(401)	(11,092)	99,831	1,487,504	19	2035	02/01/36
100%	211,953	(7,069)	-	204,883	112.047%	229,566	114,783	(413)	(11,437)	102,933	1,518,139	19.5	2036	08/01/36
							114,783	(413)	(11,437)	102,933	1,547,883	20	2036	02/01/37
100%	218,312	(7,069)	-	211,242	112.047%	236,690	118,345	(426)	(11,792)	106,127	1,577,656	20.5	2037	08/01/37
							118,345	(426)	(11,792)	106,127	1,606,562	21	2037	02/01/38
100%	224,861	(7,069)	-	217,791	112.047%	244,029	122,014	(439)	(12,158)	109,418	1,635,496	21.5	2038	08/01/38
							122,014	(439)	(12,158)	109,418	1,663,588	22	2038	02/01/39
100%	231,607	(7,069)	-	224,537	112.047%	251,587	125,794	(453)	(12,534)	112,807	1,691,706	22.5	2039	08/01/39
							125,794	(453)	(12,534)	112,807	1,719,005	23	2039	02/01/40
100%	238,555	(7,069)	-	231,485	112.047%	259,372	129,686	(467)	(12,922)	116,297	1,746,329	23.5	2040	08/01/40
							129,686	(467)	(12,922)	116,297	1,772,857	24	2040	02/01/41
100%	245,712	(7,069)	-	238,642	112.047%	267,391	133,696	(481)	(13,321)	119,893	1,799,409	24.5	2041	08/01/41
							133,696	(481)	(13,321)	119,893	1,825,188	25	2041	02/01/42
100%	253,083	(7,069)	-	246,013	112.047%	275,651	137,825	(496)	(13,733)	123,596	1,850,988	25.5	2042	08/01/42
							137,825	(496)	(13,733)	123,596	1,876,038	26	2042	02/01/43
Total							4,949,813	(17,819)	(493,199)	4,438,794				
Present Value From 02/01/2016							2,092,017	(7,531)	(208,449)	1,876,038				

Appendix E

Housing Qualifications for the District

INCOME RESTRICTIONS - ADJUSTED FOR FAMILY SIZE (HOUSING DISTRICT) - ANOKA COUNTY ANOKA COUNTY MEDIAN INCOME: \$82,900		
No. of Persons	50% of Median Income	60% of Median Income
1-person	\$29,400	\$35,280
2-person	\$33,600	\$40,320
3-person	\$37,800	\$45,360
4-person	\$42,000	\$50,400

Source: Department of Housing and Urban Development and Minnesota Housing Finance Agency

The two options for income limits on a standard housing district are 20% of the units at 50% of median income or 40% of the units at 60% of median income. There are no rent restrictions for a housing district.

***PLEASE NOTE: THESE NUMBERS ARE ADJUSTED ANNUALLY. ALL INCOME FIGURES REPORTED ON THIS PAGE ARE FOR 2014. UPDATED NUMBERS FOR THE YEAR 2015 ARE NOT YET AVAILABLE.

Appendix F

Findings for the District

To be added prior to the public hearing

Location Map





Planning Commission Regular

7.

Meeting Date: 03/19/2015

Subject: Consider Foley Boulevard Station Area Plan

From: Matt Brown, Community Development
Specialist

INTRODUCTION

The Planning Commission is asked to consider a revised version of the Foley Boulevard Station Area Plan. While the Commission recommended approval of a previous version of the Station Area Plan in November 2014, the City Council expressed concerns about the policies recommended by that Plan. Staff and the consultant have since modified the document.

ACTIONS

Recommendation by Planning Commission
Decision City Council on: April 7, 2015

60 DAY RULE

NA

LOCATION

Foley Boulevard generally between Coon Rapids Boulevard and East River Road.

DISCUSSION

Background. Funded by a grant from the Metropolitan Council, this planning initiative is intended guide future development and infrastructure improvements near the Foley Boulevard Park-and-Ride facility to support and accommodate future transportation investments. The City's Comprehensive Plan, adopted in 2008, identified this area as a potential growth area and recommended further study of land uses.

Process. Throughout the planning process, Staff and the consultant team of HKGi and SEH met with various public agencies and business and property owners to learn about their future plans and any concerns they may have about planned improvements in the study area. In January 2014, a design workshop was held at which the consultant team developed various development scenarios for the area. In February 2014, Staff and the consultants met with a group of three developers to gain insight into the viability of the draft scenarios. They concluded that a "mixed use" scenario, including commercial, office, and industrial development along Foley Boulevard and high-density residential development north of Foley Boulevard, would be viable in the marketplace if phased over time and would maximize job creation and tax base. At a work session on February 25, 2014, the Council considered the development scenarios and identified its preference for the mixed use scenario. In April 2014, an open house was held to gather additional public input on the ideas. Over the summer, the plan document was drafted. The Council considered the station area plan at a work session in September 2014. The Planning Commission then recommended approval of the plan in October 2014. The Council then considered the plan at its November 5, 2014 meeting, but postponed consideration and requested another work session on the topic. At its work session on December 9, 2014, the Council indicated that it no longer supported the mixed use scenario, based in part on concerns from nearby property owners and skepticism of the viability of future residential development at that location. Since that time, Staff has worked with the consultant to devised a new scenario, which proposes continued

industrial development, but allows for future redevelopment with commercial, office, and industrial uses. The City Council met in a work session on February 10 to provide additional feedback on the Station Area Plan.

Revised Plan. The new scenario envisions continued industrial development, but allows for future redevelopment with commercial, office, and industrial uses. Rather than focusing on transition to different land uses over time, the revised plan recommends various infrastructure improvements that will support new development and capitalize on existing and future transit service. The plan's key recommendations include:

1. Continued light industrial uses with accommodation of other employment-based uses, including flex/showroom, commercial, and office, in the long term.
2. New development could include higher lot coverage, multi-story buildings that could provide higher job density than traditional industrial uses.
3. New local streets north of Foley Boulevard could facilitate redevelopment of plastics site, create new development sites, and improve access to existing properties. Some of these streets could be constructed in conjunction with Anoka County's overpass project or construction of a rail platform for Northern Lights Express.
4. Improved access to Highway 610 may be necessary to attract higher intensity employment users.
5. Coordinate with Anoka County on Foley Boulevard reconstruction and MnDOT on continued planning for Northern Lights Express.
6. Construct sidewalks and trails to improve access to the transit station.

Next Steps. The Planning Commission is asked to adopt the Station Area Plan. While it will become City policy, Staff is not recommending formal adoption of the Plan into the City's Comprehensive Plan. Therefore, a public hearing is not required. The City Council will consider the Station Area Plan at its April 7 meeting.

RECOMMENDATION

Recommend adoption of the Foley Boulevard Station Area Plan.

Attachments

Foley Boulevard Station Area Plan

FOLEY BOULEVARD

STATION AREA PLAN

ACKNOWLEDGEMENT

The Foley Boulevard Station Area Plan was made possible in part through a [Livable Communities Demonstration Account \(LCDA\)](#) grant furnished by the Metropolitan Council. The LCDA program provides grants to support innovative redevelopment projects that link housing, jobs, services, and transit in an effort to create inspiring and lasting Livable Communities.



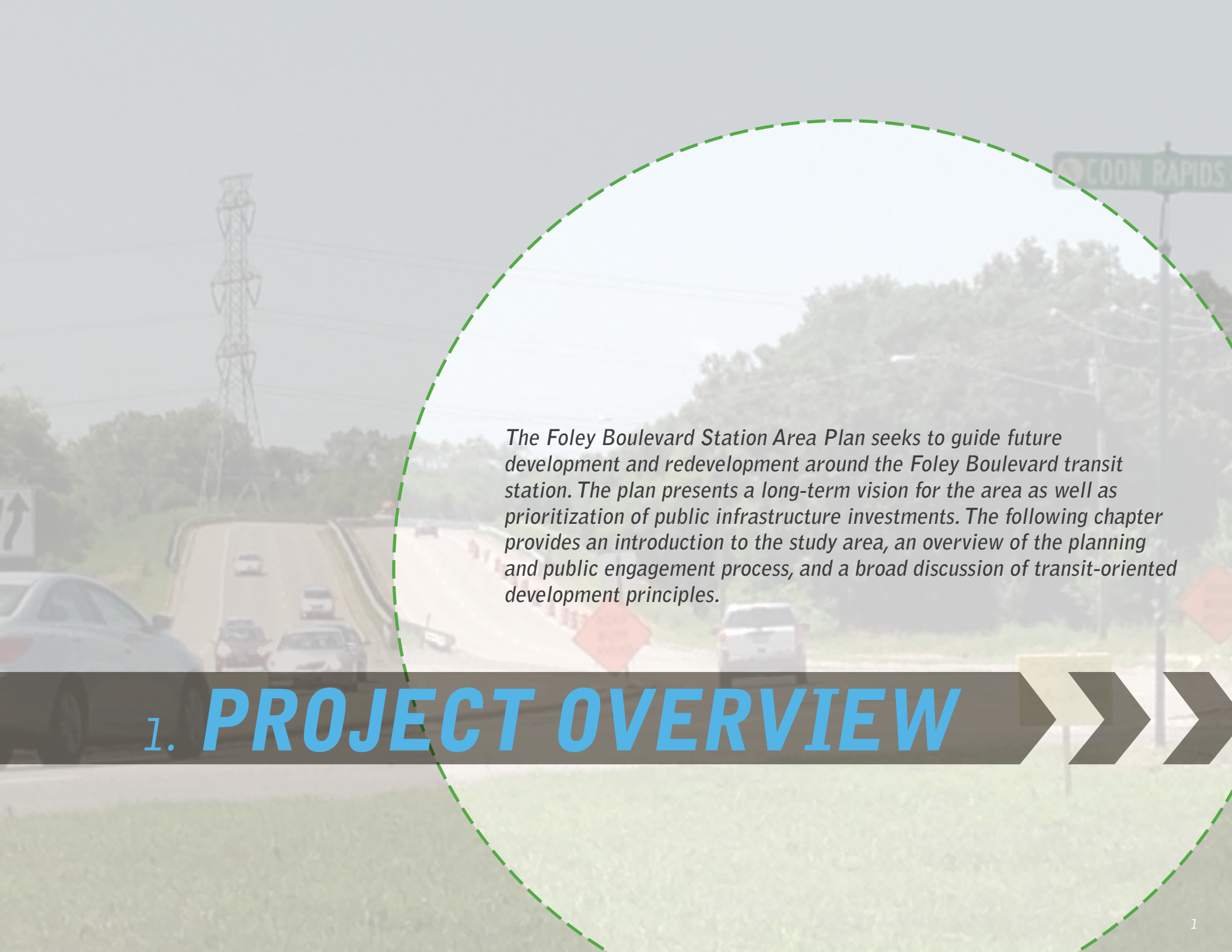
Hoisington Koepler Group Inc.
Planning • Landscape Architecture • Urban Design

FOLEY BOULEVARD

STATION AREA PLAN

TABLE OF CONTENTS

Chapter 1: Project Overview	1	Chapter 3: Master Plan	21
› Introduction	2	› Guiding Principles	22
› Regional Context	4	› Auto Access Plan	24
› TOD Potential	6	› Land Use Plan	26
› Planning Process	8	› Bike and Pedestrian Access Plan	30
Chapter 2: Existing Conditions	11	Chapter 4: Implementation	37
› Land Use	12	› Public Actions	38
› Roadways	14	› Funding Tools	46
› Sidewalk & Trail	16		
› Transit	18		



The Foley Boulevard Station Area Plan seeks to guide future development and redevelopment around the Foley Boulevard transit station. The plan presents a long-term vision for the area as well as prioritization of public infrastructure investments. The following chapter provides an introduction to the study area, an overview of the planning and public engagement process, and a broad discussion of transit-oriented development principles.

1. PROJECT OVERVIEW

1. Project Overview

INTRODUCTION



Foley Boulevard Park and Ride



Existing light industrial development

The City of Coon Rapids developed the Foley Boulevard Station Area Plan to guide development, redevelopment, and infrastructure investment in the Foley Boulevard Station Area. The plan considers the potential for development and redevelopment as it relates to the existing transit facilities on Foley Boulevard (the Metro Transit Park and Ride facility and express bus service) as well as potential future transportation improvements such as a station for the Northern Lights Express - the proposed high speed rail to Duluth - and/or Northstar Commuter Rail.

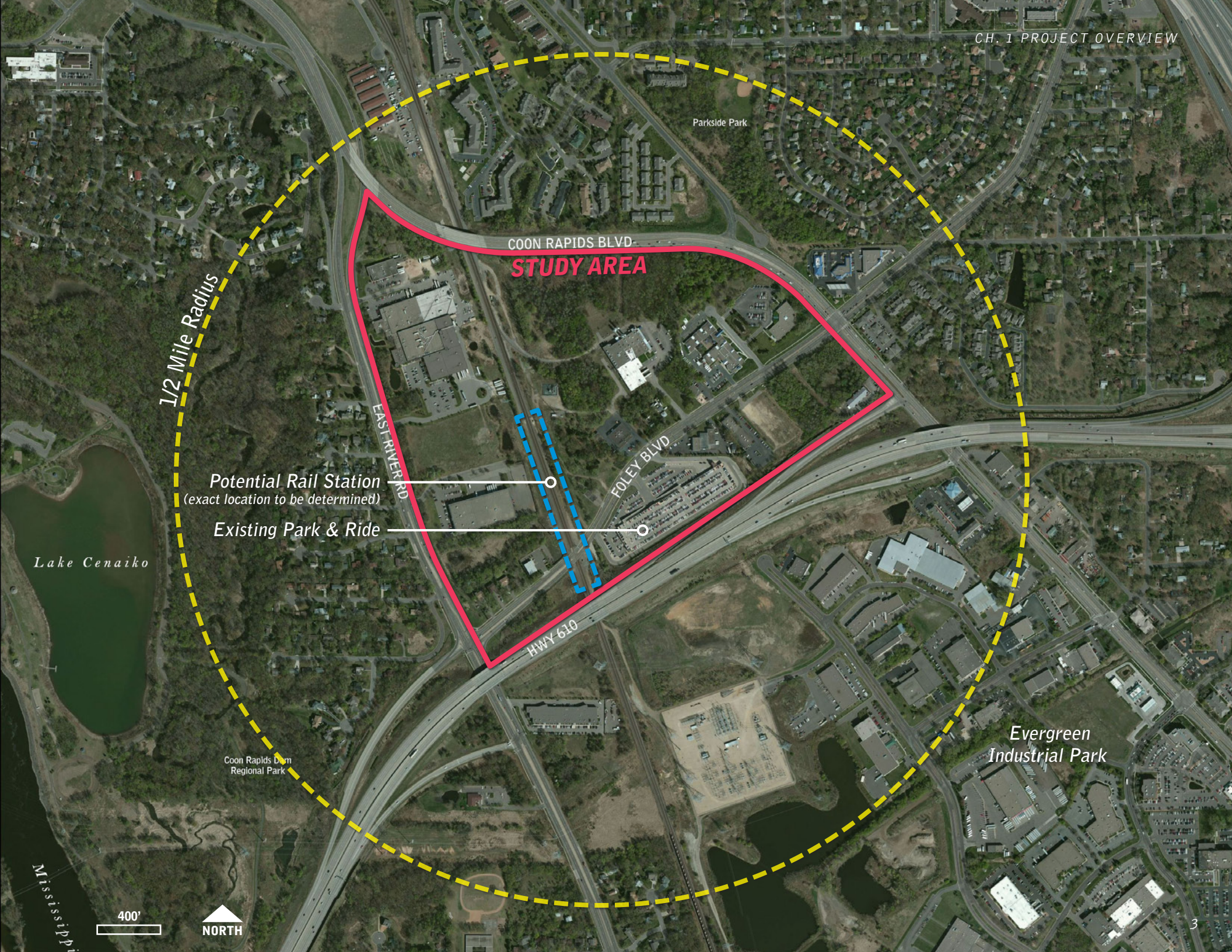
The Foley Boulevard Station Area Plan was made possible in part through a Livable Communities Demonstration Account (LCDA) grant furnished by the Metropolitan Council to evaluate and encourage transit-oriented development (TOD). The Metropolitan Council supports opportunities for TOD around various types of transit facilities, including light rail transit (LRT), bus rapid transit (BRT), commuter rail, and high-frequency express bus service.

This planning effort seeks to build consensus among various agencies (MnDOT, Anoka County, Metro Transit, etc.) regarding future investments in the area, and provides long-term guidance for infrastructure improvements, transportation investment, and pedestrian/bicycle connectivity.

In the context of this plan, the Foley Boulevard “station area” is roughly defined as the area within a half-mile radius - or 10-minute walking distance from the transit station (i.e. the existing Foley Boulevard Park and Ride facility). Today, the station area includes predominantly light industrial uses located in the core area around the station. Farther out, residential neighborhoods fill the edges of the station area to the north, east, and west, along with industrial and office uses in the Evergreen Industrial Park to the south. The area also features local and regional parks, including Coon Rapids Dam Regional Park located along the Mississippi River to the west/northwest.

The plan also focuses on a more specific “study area” (shown in red in Figure 1.1 on the opposite page), which covers the area immediately adjacent to the transit station and bounded by Highway 610, Coon Rapids Boulevard, and East River Road. These two scales of analysis allow for discussion of broader connections to the station from surrounding residential and employment areas, as well as a detailed examination of redevelopment opportunities in the immediate vicinity of the station.

Figure 1.1 - Aerial View of Foley Boulevard Station Area >



Parkside Park

COON RAPIDS BLVD

STUDY AREA

1/2 Mile Radius

Potential Rail Station
(exact location to be determined)

Existing Park & Ride

Lake Cenaiko

EAST RIVER RD

FOLEY BLVD

HWY 610

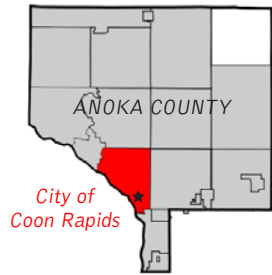
Coon Rapids Dam
Regional Park

Evergreen
Industrial Park

400'



REGIONAL CONTEXT



The station area is located in the southeastern portion of Coon Rapids, approximately 17 miles north of downtown Minneapolis and less than a mile east of the Mississippi River. Figure 1.2 shows the regional context surrounding the station area.

Transit

Existing express bus service connects the Foley Boulevard station to downtown Minneapolis. Ride time to downtown from Foley is approximately 25-30 minutes. The Foley Boulevard Park and Ride is well-utilized and is one of the largest in the system.

The Foley Boulevard Station area is located along the existing Northstar Commuter Rail line which connects from downtown Minneapolis to Big Lake along BNSF-owned right-of-way. Northstar does not stop at Foley today, and there are no current plans to alter Northstar station locations. The Riverdale Northstar Station is located about 7 miles northwest from the Foley Boulevard station area while the Fridley Northstar Station is about 5 miles southeast.

The proposed Northern Lights Express (NLX) route to Duluth heads north out of the station area following the BNSF freight rail corridor. NLX is a passenger rail project currently managed by MnDOT that will connect from Target Field Station in Minneapolis to the City of Duluth. The proposed route includes a north metro station at Foley Boulevard.

Retail

Major retail centers in the regional context include Northtown Mall and Riverdale Village Shopping Center. Northtown Mall is an enclosed regional shopping center with over 600,000 square feet of retail and a variety of big box retailers in the surrounding area. Riverdale Village includes over 1.1 million square feet of retail space, including most major suburban chains. In the broader area around Riverdale Village, there is an additional 2.5 million square feet of retail.

Employment

Evergreen Industrial Park, a major employment center in Coon Rapids, is located just south of the station area. The Industrial Park includes over 2.5 million square feet of industrial, warehouse, and office space, and over 3,000 employees. Major tenants in the area include Bayer, Honeywell, and RMS Company.

Other Redevelopment Areas

The southeast portion of the station area falls within the Port Evergreen district - one of four redevelopment areas along Coon Rapids Boulevard targeted by the City of Coon Rapids for office, commercial, and higher density residential development. A portion of Evergreen Industrial Park is part of the Port Evergreen district.

Located just northwest of the station area, Port Riverwalk includes areas along Coon Rapids Boulevard between Egret Boulevard and the East River Road split. The City has acquired over 30 acres of land, demolished buildings, and cleaned up contamination in this area in preparation for redevelopment. The master plan for Port Riverwalk envisions moderate to high-density housing as well as some mixed use development.



Land use plan from the Port Riverwalk Master Plan



Fridley Northstar Station



Riverdale Village Shopping Center

Figure 1.2 - Regional Context



TOD POTENTIAL

WHAT IS TRANSIT ORIENTED DEVELOPMENT (TOD)?

Transit-oriented development (or TOD) aims to maximize access to public transit by encouraging walkable, moderate-to-high-density development within a half mile (or 10-minute walk) of a transit station. In addition to encouraging compact development, TOD often encourages features like a mix of housing, retail, or employment uses; parks and open space; bike and pedestrian amenities; and high quality streetscape design. Effective TOD has a number of potential benefits:

- Produces vibrant, mixed-use environments
- Encourages transit usage
- Reduces dependence on the private automobile
- Supports healthy/active lifestyles
- Expands housing and mobility choices
- Generates public and private sector revenues
- Creates places of lasting value.

TOD POTENTIAL AT FOLEY STATION

The study found that TOD opportunities are limited in the Foley Station area. Metro Transit currently has no plans to add a Northstar stop at Foley. In addition, while the Northern Lights Express would offer a new transportation option, it is likely that most users would need to arrive at the station using automobiles given limited transit options. Thus, future TOD will be primarily related to the express bus service offered at the Park and Ride station.

CHALLENGES AND OPPORTUNITIES

Today, the land use and development patterns in the Foley Boulevard station area are not transit-supportive. With large block sizes, low-density industrial land-uses, a limited street network, and incomplete bike and pedestrian connections, the station area presents a number of challenges to TOD.

Key considerations for facilitating TOD include:

- Encourage retail and commercial services near the station that would cater to the needs of transit riders
- Design public realm and infrastructure to enhance multi-modal access and provide desirable amenities on the site:
 - ▷ Introduce a walkable, pedestrian-friendly street network with high-quality streetscape design
 - ▷ Fill gaps in the bicycle network and provide amenities for cyclists
 - ▷ Incorporate plazas, open space, and other gathering spaces
- Create non-motorized connections to nearby neighborhoods and recreational amenities, including the Mississippi River and area parks.



Transit-oriented development encourages walkable, mixed-use development around transit stations to encourage transit ridership and create vibrant places to live and work



The existing low-density land use and development patterns in the station area are not conducive to Transit-Oriented Development

PLANNING PROCESS



Community stakeholders were invited to participate in an open house event to review and provide feedback on initial redevelopment concepts for the Foley Boulevard station area plan

ENGAGING STAKEHOLDERS

Community Stakeholders

Community stakeholders were instrumental throughout this planning process, helping to identify key issues and opportunities and define the vision for future redevelopment in the station area. City staff engaged local businesses, property owners, and residents from the beginning of the planning process and provided a range of opportunities for input and comment through small group discussion and individual interviews, as well as two community open house events.

Project Management Team

The Project Management Team (PMT) was comprised of City staff, key members of the consultant team, and agency representatives from Anoka County, MnDOT, Metropolitan Council, and Metro Transit. The PMT served as an advisory body for the development of the plan, helping to refine the work plan and engagement strategy, and provide input and direction around the plan content and implementation strategies.

City Council & Planning Commission

Project updates were provided for the City of Coon Rapids City Council and Planning Commission through regularly scheduled council and commission meetings as well as special work sessions. These meetings were open to the public and provided opportunities for City officials to stay apprised of the planning process and provide input and feedback on plan components.

DEVELOPING THE PLAN

The Foley Boulevard Station Area Plan was developed through a process led by City Staff and consultants from Hoisington Koeigler Group and SEH. The process involved stakeholder engagement, data collection and analysis, exploration of alternative design concepts, and refinement of a preferred master plan concept and implementation strategies.

Inventory and Analysis

The consultant team developed an understanding of the Foley Boulevard Station Area and key issues and opportunities through a review of existing studies and planning efforts, background data collection and analysis, and stakeholder engagement. [Chapter 2. Existing Conditions](#) provides a summary of this existing conditions analysis.

Master Plan Development

Building on the existing conditions analysis, stakeholder input, and initial assessment of redevelopment potential in the station area, the consultant team and City staff developed a number of initial redevelopment concepts through a day-long design workshop and community open house. These redevelopment concepts addressed potential land use, roadway, and bike/pedestrian improvements that may be appropriate to the site context. As part of design workshop, community stakeholders and City staff and officials were invited to review and provide feedback on the initial redevelopment concepts.

Three redevelopment concepts emerged from the design workshop, each with a distinct land use scheme: (1) continued light-industrial uses, (2) corporate campus, and (3) mixed residential and commercial redevelopment. Feedback was solicited from stakeholders, local real estate developers, the Planning Commission, and City Council at multiple meetings.

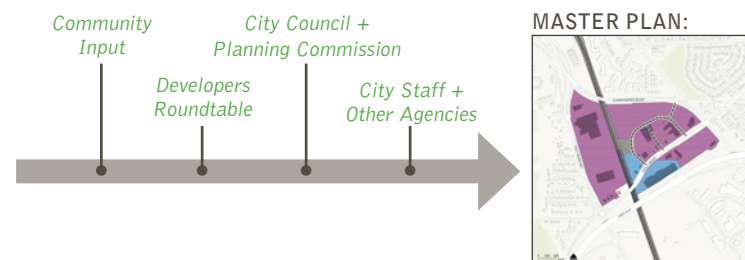
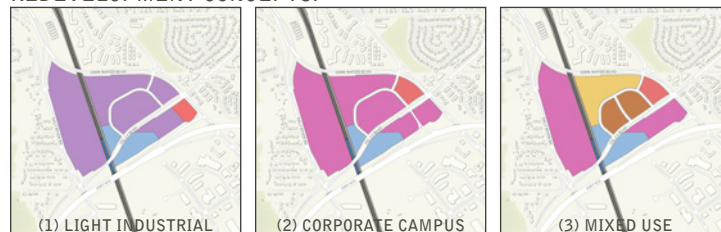
The resulting preferred redevelopment master plan is presented in [Chapter 3. Master Plan](#). The plan illustrates potential land use, roadways access, and bike and pedestrian improvements.


Implementation Strategies

Key strategies and resources were also identified to support implementation of the master plan. [Chapter 4. Implementation](#) of this report delineates key public infrastructure improvements. Also included in this chapter are potential funding strategies and resources, as well as recommendations for zoning and regulatory controls that will support future redevelopment.

Three redevelopment concepts were developed through a design workshop and community open house process and eventually refined into the master plan.

REDEVELOPMENT CONCEPTS:





Understanding existing land uses, infrastructure, and transit investments in the station area is a critical component of the station area planning process. The analysis in this chapter provides a baseline understanding of conditions on the ground today and identifies key constraints and opportunities for enhancing the station area, supporting transit use, and increasing redevelopment potential.

2. **EXISTING CONDITIONS**

2. Existing Conditions

LAND USE



Vacant / underutilized areas



Diversified Adjustment Services on Coon Rapids Boulevard

The existing study area, the area bounded by Highway 610, East River Road, and Coon Rapids Boulevard, is approximately 100 acres in size and includes over 430,000 square feet of industrial uses and 22,000 square feet of retail.

Industrial

Land uses in the station area are predominantly industrial and light industrial, featuring low density, single-story buildings set back from the road. Within the study area, existing businesses support an estimated 600 jobs, including employers such as John Roberts Company, Kurt Manufacturing, and A-1 Engineering. The southeast portion of the station area falls within Port Evergreen, one of four redevelopment areas along Coon Rapids Boulevard targeted for office, commercial, and higher density residential development. Evergreen Industrial Park (located south of Highway 610 and west of Coon Rapids Boulevard) is an employment center with more than 3,000 jobs.

Commercial / Institutional

A small number of commercial/institutional uses are located around Coon Rapids Boulevard. On the west side of Coon Rapids Boulevard is Diversified Adjustment Services, Anoka County Community Action Program's Head Start and Heritage Auto Body. On the east side of Coon Rapids Boulevard are Ace Hardware, Culver's, and Holiday Gas Station.

Residential

A small number of homes remain within the study area located on the north side of Foley Boulevard. Recognizing

that residential uses in an industrial area are not ideal from a land use perspective, the City has been acquiring homes for redevelopment as they become available from willing owners. The study area is bordered by residential neighborhoods to the north, east, and west. Most of this area features single-family detached housing, with the exception of areas to the north and east across Coon Rapids Boulevard which include clusters of single-family attached and multi-family housing. Although proximate to the Foley Boulevard station, these neighborhoods are not well connected physically or visually to the study area.

Parks and Open Space

Two local parks are located within the station's half-mile radius, Parkside Park and Mason Park. Coon Rapids Dam Regional Park, located west/northwest of the station area, is a popular destination for recreation with views of the Mississippi River and access to regional trails.

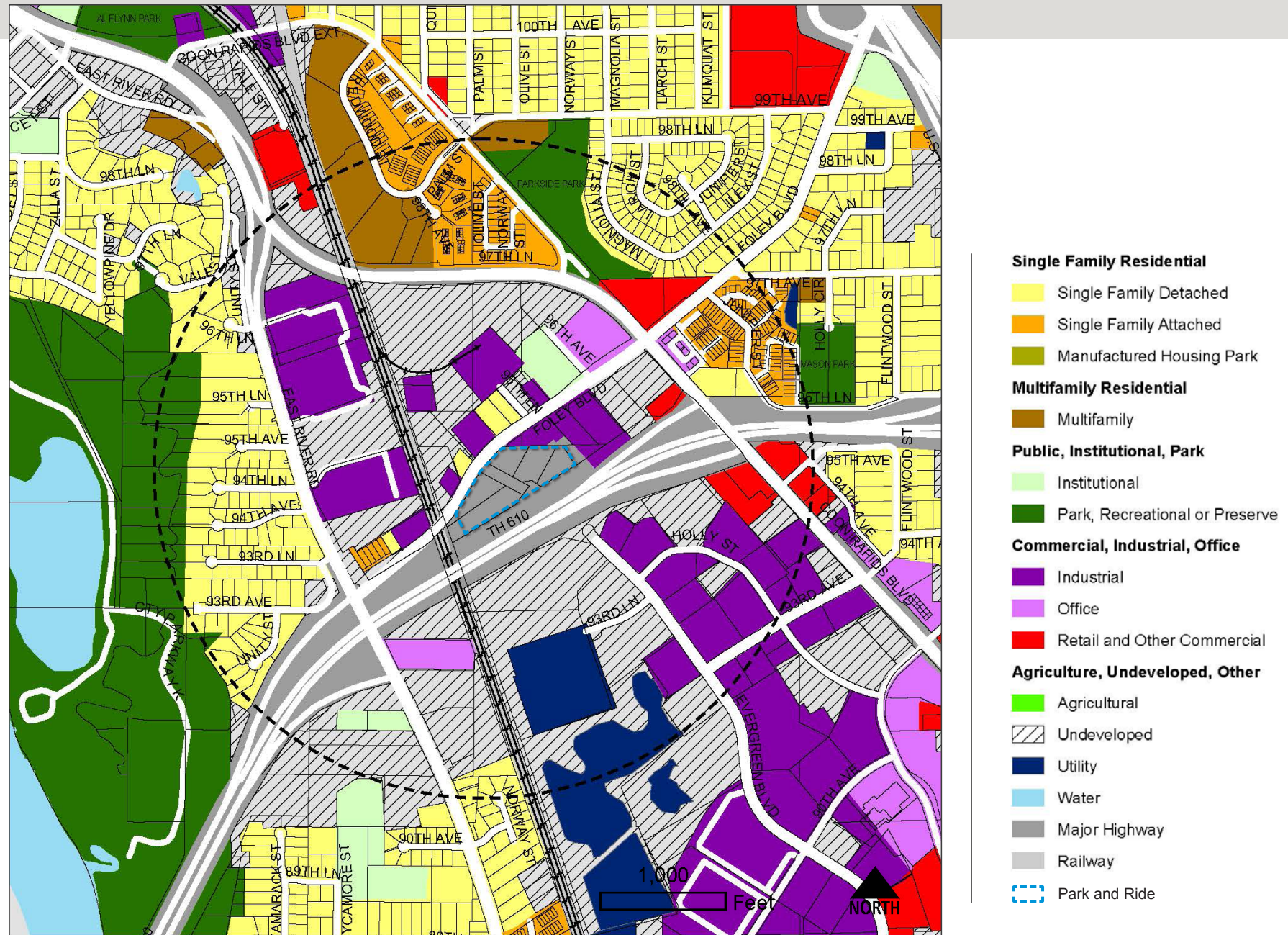
Transportation

An existing rail corridor runs north-south through the station area, carrying about 100 freight, 2 Amtrak, and 10 Northstar Commuter Rail trains per day. There are no rail station stops at Foley today. The existing Metro Transit Park and Ride occupies an eight acre site on the south side of Foley Boulevard.

Vacant / Underutilized

The study area includes large undeveloped areas which are primarily owned by adjacent businesses and/or encumbered by wetlands. Anoka County owns several vacant/underutilized parcels on the north side of Foley just east of the rail.

Figure 2.1 - Existing Land Use



ROADWAYS

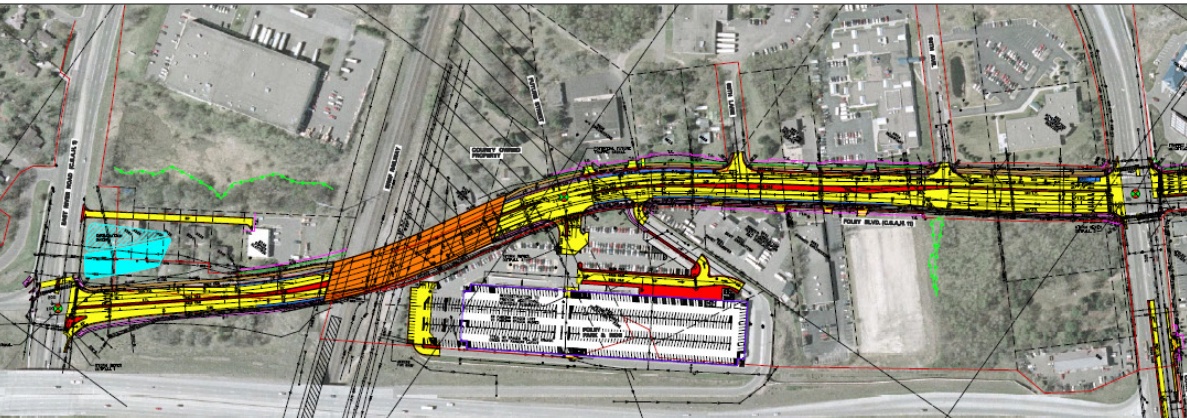


Existing at-grade rail crossing at
Foley Boulevard

The roadway network in the study area is limited, with only one through road (Foley Boulevard). This superblock pattern along with the rail right of way creates challenges to connectivity and limit access to the station from the surrounding neighborhoods.

Foley Boulevard Reconstruction

Anoka County has plans for the reconstruction of Foley Boulevard from East River Road to Coon Rapids Boulevard. The proposed design includes bridging Foley over the railroad tracks, a new signal near the Park and Ride, and sidewalk and trail along Foley. The proposed bridge over the rail tracks accommodates space for a potential transit platform and pedestrian connection under the bridge. While the proposed reconstruction is seen as a critical safety improvement over the existing at-grade rail crossing, a number of businesses along Foley have raised concerns about limited access resulting from the proposed median that will extend much of the length of the reconstruction area. The project is currently awaiting funding.



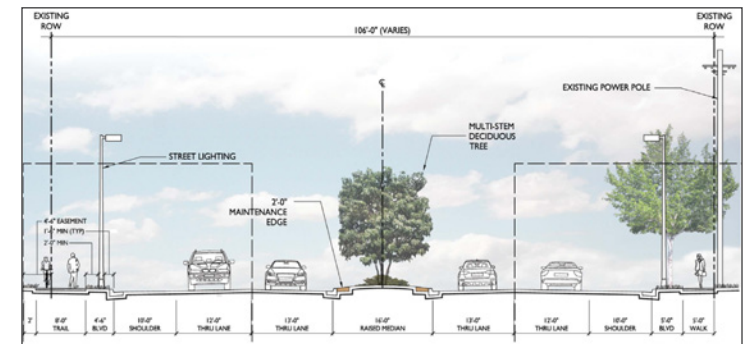
The planned reconstruction of Foley Boulevard will elevate Foley over the rail tracks and accommodate spacing for a future station platform and/or pedestrian connection under the bridge.

Highway 610

Extending through the study area, Highway 610 provides regional connectivity west to 35W, east to County Road 81/Interstate 94, and south to downtown Minneapolis through Highway 252. Accessibility is currently limited in the study area as only the westbound ramps have been constructed. While improved connectivity is desired by the City, Anoka County, and MnDOT, access spacing with other interchanges, the BNSF Railroad, and the nearby Mississippi River have prevented a specific interchange design from being identified.

East River Road & Coon Rapids Boulevard (CSAH 1 & 3)

East River Road and Coon Rapids Boulevard are minor arterials that extend northwest to southeast through the study area. The Coon Rapids Boulevard/East River Road Corridor Study was completed in 2010 to identify concepts for improving mobility, increasing safety, and enhancing the corridor's appearance and economic vitality. The cross section proposed through the study area include a landscaped center median with two through lanes, a bus lane/shoulder and trails/sidewalks. The study also recommended corridor elements such as lighting, crosswalk markings, boulevard and median trees, shrub/perennial plantings, etc.



Illustrative Street Section from the East River Road Corridor Study

Figure 2.2 - Existing Roadways - Annual Average Daily Traffic (AADT)



Source: MnDOT, 2012

SIDEWALK & TRAIL



Auto-oriented environment in the station area today



Existing sidewalks and trails in the station area do not connect to nearby parks and regional trailways.

The existing sidewalk and trail network is limited and does not support walking or biking to the station area. Figure 2.3 shows the existing and proposed sidewalks and trails in the area. Numerous gaps exist today in the sidewalk network around the station, and many of the existing sidewalks are in need of repair.

Key issues and opportunities include:

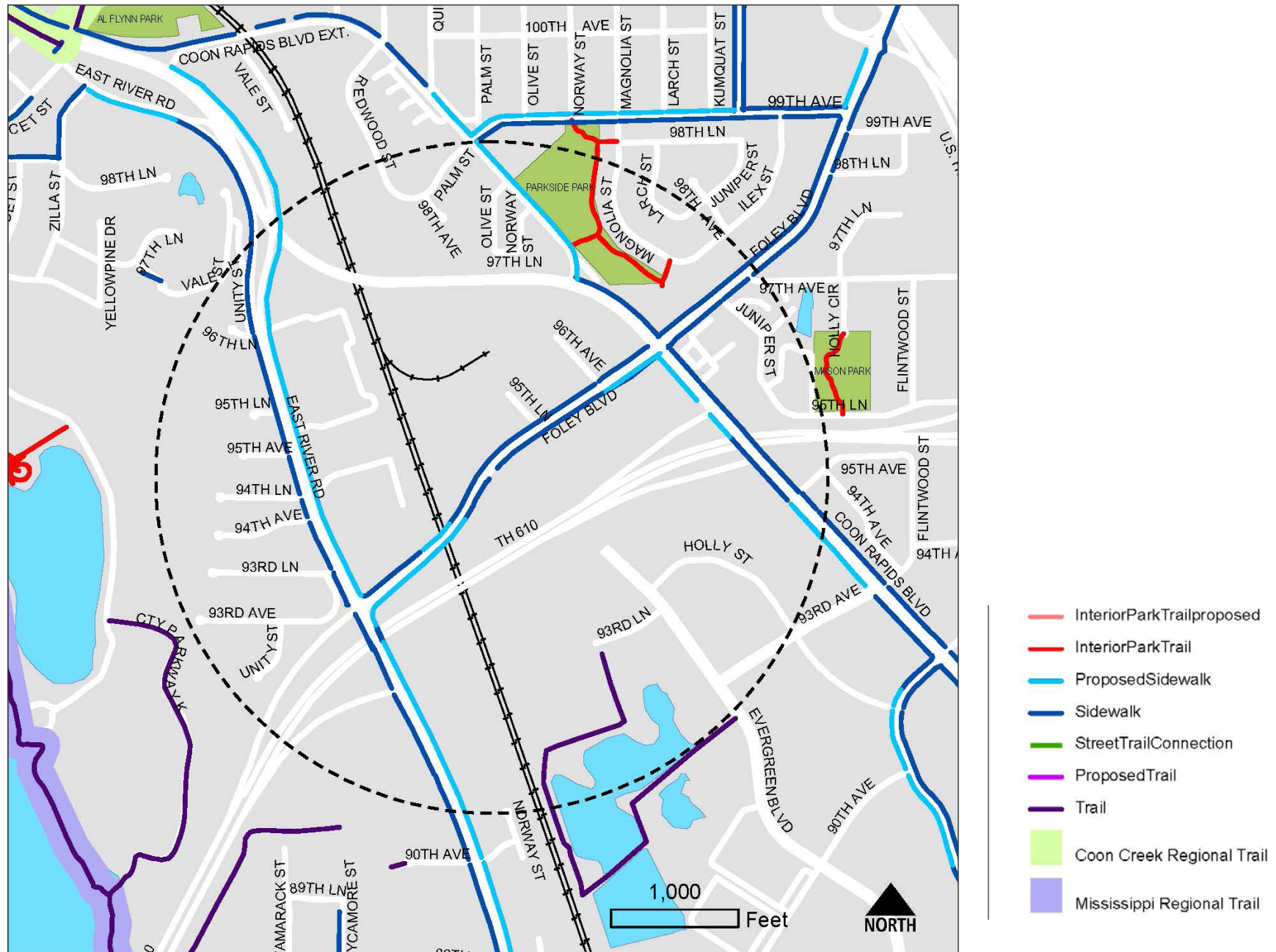
- Incomplete sidewalk/trail connections along Foley Boulevard, East River Road, and Coon Rapids Boulevard to surrounding residential neighborhoods, parks, and employment areas.
- Need for more direct trail connection to Evergreen Industrial Park from the Park and Ride; potential to connect along the east side of the rail corridor under Foley Boulevard.
- Need for trail connections along Foley Boulevard connecting to the Coon Rapids Dam Regional Park and Mississippi River Regional Trail.
- Proposed grade separation of Foley Boulevard over the rail corridor (which includes new sidewalk and trail along Foley) will enhance bike and pedestrian safety and improve access to the station.

While proposed sidewalk and trail improvements along with the Foley Boulevard reconstruction will help to fill gaps in the bike and pedestrian network, further streetscape, sidewalk, and trail enhancements are needed to encourage a truly walkable and bikeable TOD environment.



Existing sidewalk and trail network is incomplete and in poor conditions in some locations. The lack of street trees, wayfinding, landscaping, lighting, and dedicated bike facilities further inhibits walking and biking in the station area.

Figure 2.3 - Existing Sidewalk & Trail



TRANSIT



Metro Transit Express Bus service connects the Foley Park and Ride with destinations such as Downtown Minneapolis and Northtown Mall.



While a Northstar commuter rail stop has been considered previously for Foley Boulevard, there are no current plans for a stop at this location.

Existing Express Bus / Park & Ride

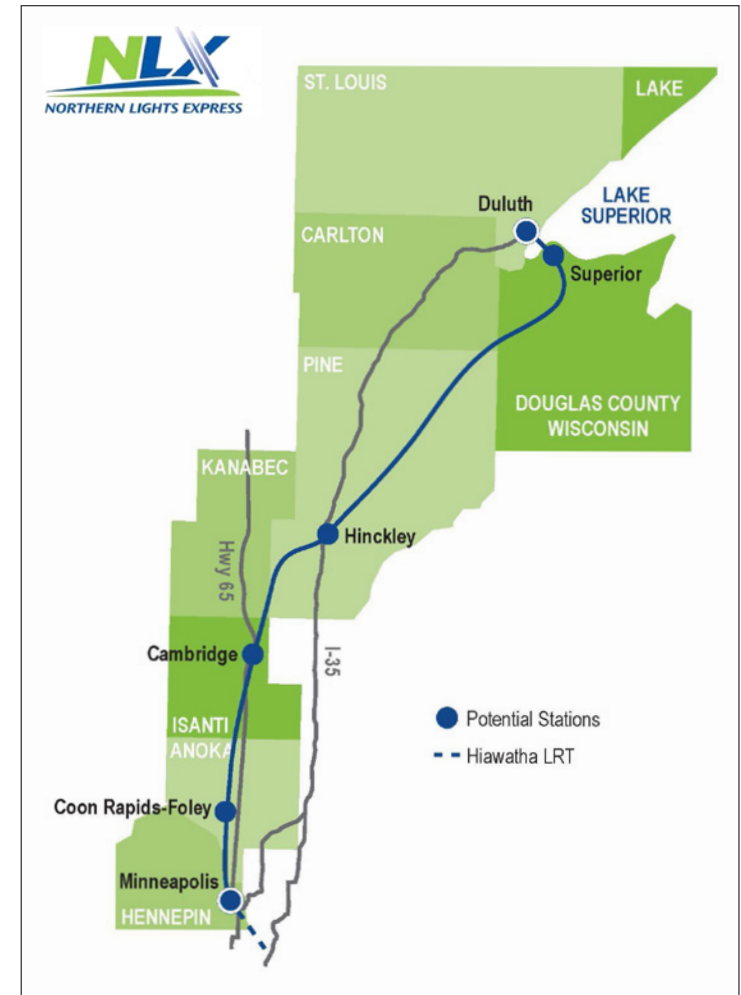
Metro Transit express bus service provides frequent, all-day service from the Foley Boulevard station to downtown Minneapolis (Routes 850 and 852). This is currently the fastest transit option from the area to downtown Minneapolis. Users value the frequency of service (2-3 buses per hour), relatively short ride time (approximately 30 minutes), and lower cost in comparison to commuter rail. The Foley Park and Ride is well-utilized and is one of the largest in the system. The existing Park and Ride (parking lot and ramp) accommodates 1,234 cars and is currently at full capacity (95% utilization). The existing parking ramp cannot take on additional decks, and there are no current plans for expansion.

Potential Transit Expansion

NLX Express

The proposed Northern Lights Express (NLX) high-speed route to Duluth heads north out of the station area following the Burlington Northern Santa Fe (BNSF) rail corridor. NLX will connect from Target Field Station in Minneapolis to the City of Duluth, serving a projected 2,500 riders daily. The proposed route includes a north metro station at Foley Boulevard.

BNSF currently uses this railway for intermodal transport, BNSF bulk and merchandise trains, Canadian Pacific and Union Pacific Railroad, and Amtrak trains. BNSF would grant an easement to MnDOT for operation of passenger rail services. Recent feasibility studies suggest that the addition of a transit station at Foley Boulevard (either NLX or Northstar) will require adding a third main line track through the area to accommodate crossovers between the platform and the Coon Creek junction north of the station.



The Northern Lights Express is a proposed high speed passenger rail project that would connect downtown Minneapolis to Duluth. If constructed, NLX will operate on approximately 155 miles of existing BNSF rail corridor and include a stop at Foley Boulevard.


Station planning for NLX is currently underway to determine track and station location and design. Preliminary designs identify parking and a station building on the north side of Foley, east of the rail.

Northstar Commuter Rail

The possibility of a Northstar station stop at Foley Boulevard has been explored previously, but not pursued based on a number of factors, including impacts to trip time for the line; proximity to nearby stations; the success and frequency of the existing express bus service at Foley; and lower than expected ridership at existing Northstar stations. Commuter rail, while more attractive to many riders because of the quality of experience (wi-fi, dimmed lights, etc.), may also have a hard time competing with express bus at Foley, given shorter ride times to downtown, more frequent service, and the lower fare costs by bus.



While a stop for the Northstar Commuter Rail has been considered at Foley, it has not been pursued given the added trip time, proximity of nearby stations, and the frequency and success of the existing express bus service at the Foley Park and Ride.



The Master Plan for the Foley Boulevard Station represents a long-term vision for the area. Change will not occur overnight and numerous public and private steps will need to occur to achieve the vision. The Master Plan is shaped by a number of factors, including existing conditions (particularly those conditions that are unlikely to change over time); planned infrastructure improvements (such as the Foley Boulevard reconstruction); and the guiding principles developed through the planning process.

3. **MASTER PLAN**



3. Master Plan

GUIDING PRINCIPLES

The Guiding Principles for the Foley Boulevard Station Area embody the community's general desires and objectives for future change, investment, and redevelopment within the area. The Guiding Principles define the big picture direction and character for future public and private investment in the area. They are also intended to be touchstones for policies, plans, and future decision-making related to the Foley Boulevard Station Area.

1

Create an employment area that provides a mixture of industrial, service, retail, and transit uses.

2

Maximize the area's employment potential by supporting revitalization and increased employment densities.

3

Phase redevelopment to support gradual transition and collaboration with property owners.

4

Support access to transit and employment uses by improving connections to adjacent neighborhoods.



AUTO ACCESS PLAN

The diagrams shown on the following pages illustrate the key components and concepts that comprise the Station Area Master Plan. These Master Plan diagrams provide high-level descriptions of the desired future conditions for automobile access, land use, and pedestrian/bicycle connectivity in the station area.

Also included in this section are descriptions and images of the desired character for the station area with regard to various land uses, transit facilities, and streetscape design.

The Auto Access component of the Master Plan demonstrates how street access and circulation can be improved within the area to transition the existing “superblock” pattern to a smaller, more connected block pattern that will increase the area’s redevelopment potential and improve safety and accessibility for all modes of transportation.

EXISTING ROADWAYS AND INTERSECTIONS

The three Anoka County roads that bound the study area- Foley Boulevard, East River Road, and Coon Rapids Boulevard- will continue to function as minor arterial roads, providing through connections in the community and access to the regional transportation network.

FOLEY RECONSTRUCTION

The Auto Access Plan shown in Figure 3.1 reflects Anoka County’s current reconstruction plan for Foley Boulevard. The planned reconstruction, which includes a new median, controlled intersections, and a bridge over the railroad tracks, has been identified by the County as a safety priority. With more than 100 trains a day crossing Foley, the proposed bridge will not only improve safety, but shorten train travel time through the area. Per the County design, a median will be installed along Foley Boulevard almost the entire length from East River Roads to Coon Rapids Boulevard. While the median is necessitated by County roadway standards, it also reduces the number of full access intersections, preventing left turns in or out of most properties. The City should continue to work with Anoka County to identify one or more locations for median breaks that can provide access for properties.

NEW ROADS

The Auto Access Plan addresses the connectivity issues created by the generally limited road network that exists in the area today - as well as the proposed Foley median - by introducing new roads north of Foley and east of the rail. These new

roads will encourage redevelopment by creating access to undeveloped areas and providing connections to otherwise hard-to-access sites. The new loop road is proposed on the north side of Foley Boulevard, connecting from the proposed signalized intersection at the Park and Ride to what is today an access road between the Diversified and Headstart properties. A second road segment is proposed to connect the loop road to Coon Rapids Boulevard. While the new intersection at Coon Rapids Boulevard will only be right-in/right-out, it will provide a valuable outlet for sites on the north side of Foley, particularly those penned in by the proposed Foley median. This roadway connection will also provide travellers heading south on Coon Rapids Boulevard with an alternate route to the station. A third new road segment, created by extending 95th Lane to the loop road further breaks down the block pattern and improves connectivity.

HIGHWAY 610 INTERCHANGE

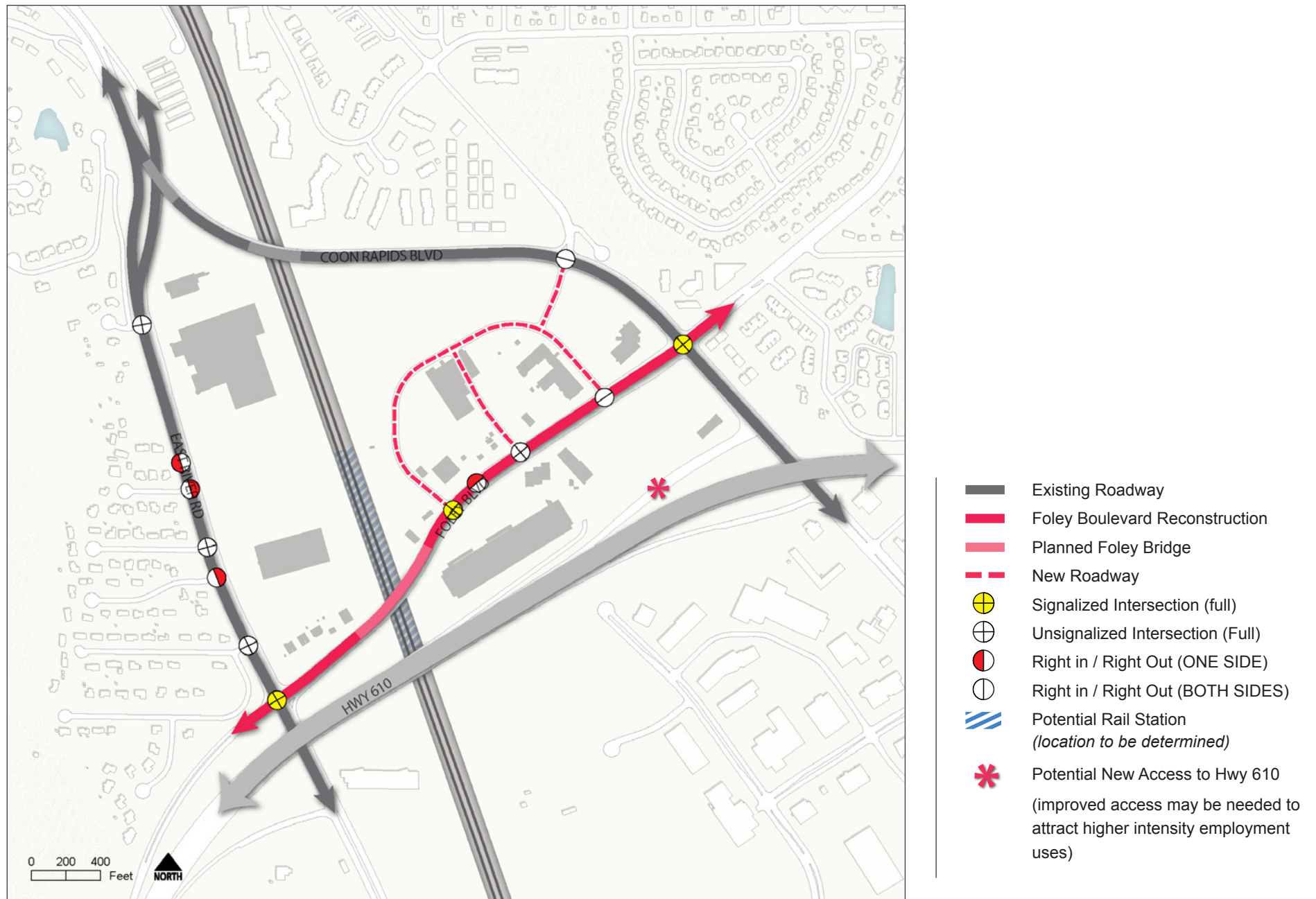
The lack of a full interchange at Highway 610 is a barrier for some businesses that would otherwise be interested in locating in the station area. The City should continue to explore with Anoka County and MnDOT how the eastbound access to Highway 610 could be provided.

TRANSIT STATION / PARK AND RIDE

The proposed roadway network provides for safe and convenient access to the existing Park and Ride/express bus station, which is expected to be the primary form of transit for now. While it is unlikely that a Northstar Station will be built in the near-term, redevelopment should not preclude the long-term development of a Northern Lights Express (NLX) and/or Northstar Station. Key considerations include:

- Maintaining space under the proposed Foley bridge for a potential rail station platform and/or pedestrian access.
- Accommodating multi-modal transfers, such as buses and taxis, at the station.

Figure 3.1 - Auto Access Plan



Existing building footprints are also shown to illustrate the new roadway locations relative to existing development.

LAND USE PLAN



The Land Use Plan supports continuation of existing light industrial uses, but allows for diversification of uses over time.



Additional retail and services in the station area will support the day to day needs of employees, residents, and commuters alike.

The Land Use Plan for the Foley Boulevard Station Area focuses on strengthening this area as an employment district for the community. As in many developed communities, the City of Coon Rapids has a limited number of areas for industrial, office, service, and retail uses. Continued use of this area for such employment uses is not only desired, but appropriate given that existing land use context in this area is not conducive to residential development (i.e. The presence of railroad tracks with more than 100 trains daily; the physical separation of this area from other residential neighborhoods in the City; and the limited potential for a future commuter rail in this area).

This plan anticipates that the study area will include a mix of light industrial, service, office, and retail uses. As existing buildings reach the end of their useful life, there may be opportunities to diversify the types of uses to include office/flex/showroom space or corporate headquarters. The area may also incorporate more service and retail uses that can serve transit users, as well as employees of area businesses.

Adequate site access will be important to supporting the health of businesses in the station area. With new medians proposed as part of the Foley Boulevard reconstruction, access to existing and future businesses along Foley will be limited. The City should work with Anoka County to explore options for median breaks to provide access, particularly for those properties on the south side of Foley. The City, Anoka County, Metro Transit, and property owners should also collaborate on how future redevelopment south of Foley could be designed to create access from those properties to the proposed signalized intersection at the Park and Ride.



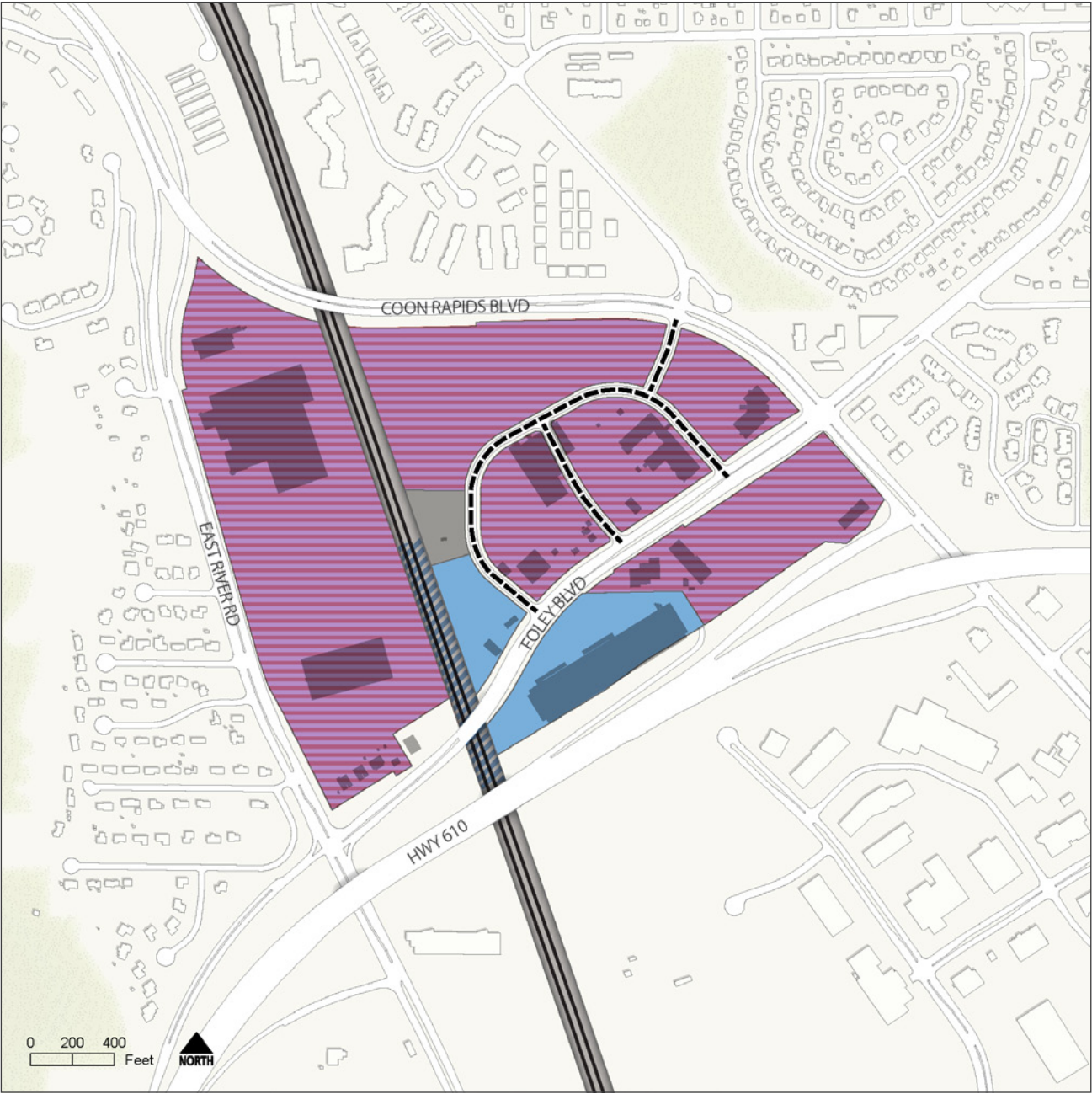
There is long-term potential to redevelop existing light industrial areas along East River Road into office/flex buildings or corporate headquarters.

In addition to providing an attractive location for businesses, high quality building and site design in the Foley Boulevard Station Area will promote a more walkable and transit-supportive environment.

Character and Form Considerations:

- Long-term potential for intensification of uses beyond what exists today (i.e. two- to three-story buildings).
- Primary entrances to buildings should face onto the public street; this may require two-sided buildings with access from both the street side and parking lot.
- Sidewalks should connect building entrances to the public street to encourage walking and biking to businesses.
- Integrate stormwater features to serve as an open space amenity for employees and to enhance the public realm.
- Encourage use of high quality building materials, landscaping, and site design to contribute to a more visually appealing and engaging environment.

Figure 3.2 - Land Use Plan



Development Summary

Land Use	Acres*	Yield
Employment	77	1,350,000 sq. ft.
Transit	10	
Utility	2	
Right of Way	10	
Total	99	

*Net acres excludes wetlands that may be available for development through mitigation.

- New Roadway
- Employment (Light Industrial, Office, or Retail)
- Transit
- Utility
- Potential Rail Station (location to be determined)
- Potential New Access to Hwy 610 (improved access may be needed to attract higher intensity employment uses)

LAND USE PLAN

Appropriate site design, landscaping, and open space amenities contribute to a more attractive and walkable environment for employees, shoppers, and commuters accessing the station.



Commercial retail and office buildings should be located closer to the public street with parking behind.



High quality building design and landscaping contribute to a more walkable, pedestrian-friendly environment.



Stormwater features can serve as open space amenities for employees.



A community gathering space at the transit station supports the needs of transit riders and creates a welcoming atmosphere.

TRANSIT

Areas immediately east side of the railroad tracks on either side of Foley Boulevard are designated for existing and future transit facilities. This includes the existing Park and Ride, as well as room for additional parking and a potential transit plaza and station building on the north side of Foley should NLX or Northstar add a station at this location.

Character and Form Considerations:

- Bike facilities should be integrated into the transit station (bike parking, repair/pump station, bike racks, etc.)
- Station waiting areas should include seating, landscaping, shelters, public art, and lighting.
- Develop a transit plaza and/or station building that can serve as a community gathering space with hardscape surfaces, public art, seating, lighting, and other amenities.



Transit waiting areas around the existing or future transit station should incorporate amenities like lighting, seating, shade, and public art.

UTILITIES

The Land Use Plan assumes that the existing Connexus Energy building and equipment will remain as these facilities are not easily moved. The cellular tower may be relocated in the future, depending on proposed redevelopment.

Character and Form Considerations:

- As streets are reconstructed, existing above ground utilities should be relocated below ground within the public street rights-of-way whenever feasible.
- Enhance the visual aesthetics of any above ground utility structures with landscaping, fencing, or other approved screening devices.
- Integrate public art into the design of street and utility infrastructure.



Bike lockers, parking, and repair stations should be located at or near the station to encourage biking to transit.



Integrate artistic elements into the design of street and utility infrastructure.

BIKE AND PEDESTRIAN ACCESS PLAN



A well-connected system of sidewalks and trails in the station area encourages residents to walk and bike to transit and other amenities, and contributes to a more vibrant, safe, and active public realm.



The Green Line's West Bank Station shows how vertical circulation may use a bridge to provide access.

A pedestrian and bike-friendly environment ensures safe routes to the station and access to and from key residential, commercial, and recreational destinations. Such improvements are critical to promoting transit use and active transportation both within the study area and for the surrounding neighborhoods. The Bike and Pedestrian Access Plan (shown in Figure 3.3) significantly expands the non-motorized transportation network by proposing new sidewalks and multi-use trails that fill critical system gaps and connect to key amenities and destinations in the area.

FOLEY RECONSTRUCTION

In keeping with Anoka County's plans for the reconstruction of Foley Boulevard, the Bike and Pedestrian Access Plan shows a trail and sidewalk along Foley, including along the proposed bridge over the rail corridor. The County's design for the bridge accommodates a potential pedestrian and bicycle connection under the bridge to connect transit services to development on either side of Foley. The concept at right also shows potential locations for vertical circulation on the bridge to connect the sidewalk/trail above to a future rail transit platform below, should that develop over time.

While the County plans do not currently include streetscape elements like boulevard and median trees along Foley, landscaping and other pedestrian-friendly streetscape features should be integrated into the public right-of-way on Foley where possible. Additionally, where boulevard and median widths do not allow for significant planting, the City should work with private developers to encourage additional lighting and landscaping within the private right-of-way along Foley. See page 33 for an illustrative street section of Foley Boulevard.

NEW ROADS

Pedestrian facilities are proposed for all new roads within the study area to create more direct connections to the station from Coon Rapids Boulevard and increase pedestrian access to and within the sites north of Foley. An illustrative street section is shown on page 34 for the new roadway segment.

COMMUNITY CONNECTIONS

In addition to improving bike and pedestrian access near the station, the Future Bicycle and Pedestrian Access plan connects the station area and potential future residents and employees to the amenities in the broader Coon Rapids community. This includes trail and sidewalk connections west to the Mississippi River and Coon Rapids Dam Regional Park, south to Evergreen Industrial Park, and north to adjacent residential neighborhoods.

STREETSCAPE AMENITIES AND CHARACTER

While sidewalk and trail improvements will go a long way to encouraging active transportation around the station, additional amenities should be considered to create a more walkable and bikeable environment. The illustrative streets sections discussed on pages 32-34 demonstrate the desired streetscape character, dimensions, and amenities.

Figure 3.3 - Bike / Pedestrian Access Plan



BIKE AND PEDESTRIAN ACCESS PLAN



Clear wayfinding and trail signage can reduce conflicts between bikes and pedestrians and direct travellers to the station and other amenities in the area.

ILLUSTRATIVE STREET SECTIONS

The following pages show detailed street sections, dimensions, and descriptions of key features for select roadways within the station area. These street sections are intended to express the design intent and key characteristics or features of each street type. Sections are shown for the Foley Boulevard reconstruction area, as well as the proposed new roadways north of Foley Boulevard. For East River Road and Coon Rapids Boulevard, the streetscape character and dimensions should conform to recommendations from the Coon Rapids Boulevard/East River Road Corridor Study completed in 2010.

The proposed Foley Boulevard section is based on the dimensional criteria from Anoka County's current reconstruction plans. The proposed section integrates additional lighting and landscaping recommendations.



A well-designed and maintained streetscape contributes to a more inviting, walkable, and safe public realm in the station area. Features like street trees, public and private landscaping, pedestrian-scale lighting, as well as active ground-level uses that front the public street enhance the safety and comfort of pedestrians.

KEY STREETSCAPE ELEMENTS:



Street trees and landscaping



Seating & Shade



Wayfinding

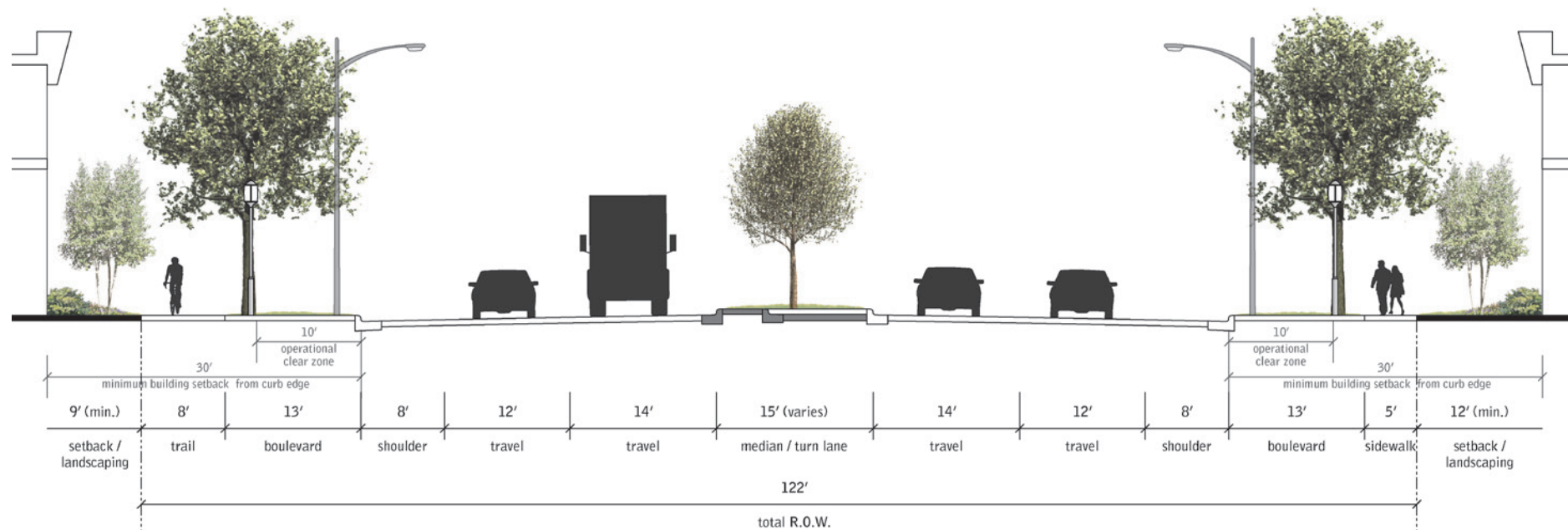


Enhanced pedestrian crossings



Auto & pedestrian-scale lighting

Figure 3.4 - Illustrative street section - Foley Boulevard



FOLEY BOULEVARD

This street section applies to the portion of Foley Boulevard that runs through the station area from East River Road to Coon Rapids Boulevard. The section includes a sidewalk on the north side of the street and multi-use trail on the south side. Bikes and pedestrians are buffered from automobile traffic by landscaping and trees. Landscaping and other pedestrian-friendly streetscape features are integrated into the public right-of-way on Foley. The City should work with private developers to encourage additional lighting and landscaping within the setback areas along Foley.

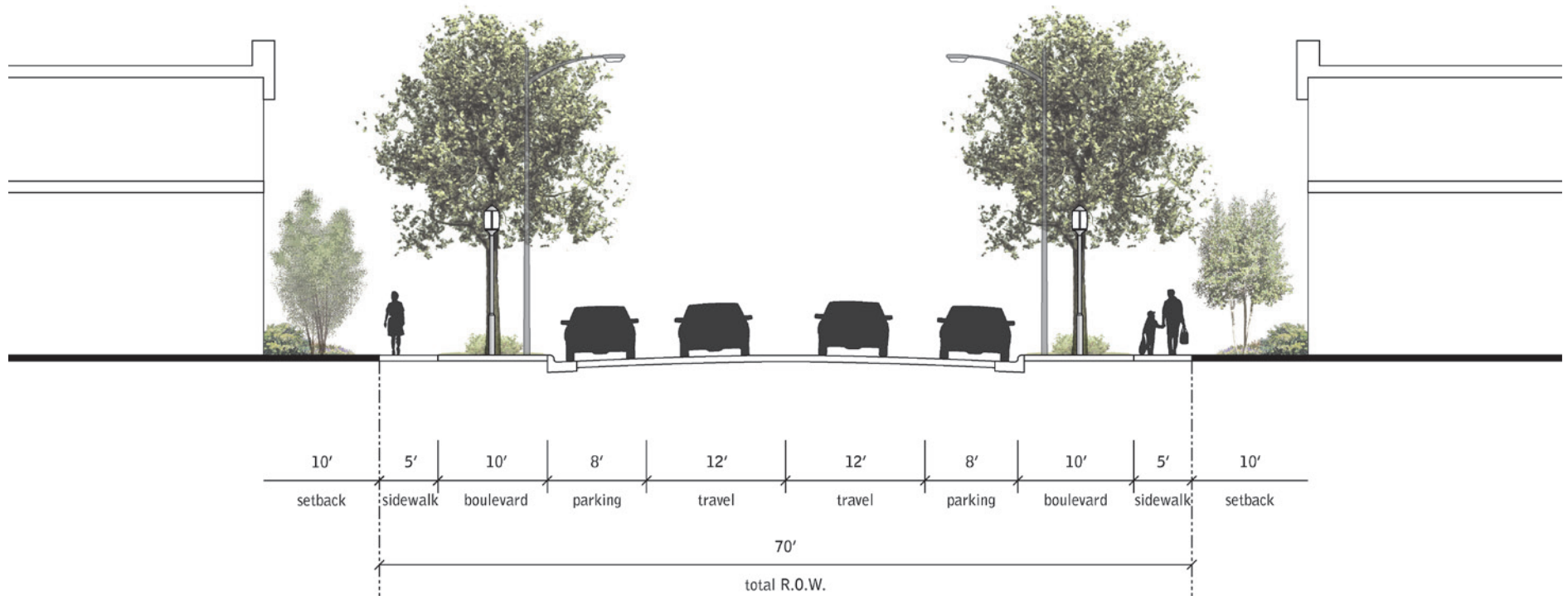
Design Features:

- Sidewalk (north side of Foley)
- Trail (south side of Foley)
- Street trees on side boulevards (outside of the 10' operational clear zone)
- Street trees on median (where width allows)
- Street and pedestrian scale lighting
- Signage / wayfinding
- Enhanced intersections (street markings, special paving, countdown signals, ADA features)

Dimensional Criteria

- Right-of-way width: 122' typical
- Pavement width: 83'
- Sidewalk: 5'
- Trail: 8'
- Boulevard: 13'
- Minimum building setback from curb: 30'

Figure 3.5 - Illustrative street section - New roadways (with sidewalks)



NEW ROADWAYS

This street section applies to new roadways in the area north of Foley Boulevard and east of the rail. As shown in the section above, pedestrian-friendly street furnishings, street trees, landscaping, on-street parking, and lighting contribute to a more walkable, TOD-friendly environment. On-street parking is included on both sides of the street, and sidewalks on both sides of the street accommodate pedestrians.


Design Features:

- Sidewalk (both sides)
- On-street parking (both sides)
- Street trees and planting
- Street and pedestrian scale lighting
- Signage / wayfinding
- Enhanced intersections (street markings, special paving, countdown signals, ADA features)

Dimensional Criteria

- Right-of-way width: 70' typical
- Pavement width: 35'
- Drive lanes: 12'
- Sidewalk: 5'
- Parking lane: 8'
- Boulevard: 10'

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Implementation is an essential component of the Foley Boulevard Station Area Plan. This chapter identifies the recommended actions for implementing the vision, guiding principles, and design characteristics.

4. IMPLEMENTATION



4. Implementation

PUBLIC ACTIONS

Redevelopment in the Foley Station Area will occur through a combination of public and private efforts. Public actions will generally consist of updating the City's regulations and policies and investments in public infrastructure. Private redevelopment of property will occur based on owner interest. Significant public investment in assembling and redeveloping properties in the study area are not anticipated.

RECOMMENDED UPDATES TO CITY POLICIES & REGULATIONS

A first step in implementing the Foley Boulevard Station Area Plan is updating the City policies and regulations that guide public and private investment in the study area. These include:

- 1) Comprehensive Plan
- 2) Zoning Map
- 3) Parks and Trails Plan

Comprehensive Plan

The future land uses designated in the 2030 Comprehensive Plan are shown in Figure 4.1. These include a combination of industrial, office, institutional, and commercial/mixed use that generally follow the existing land uses in the area.

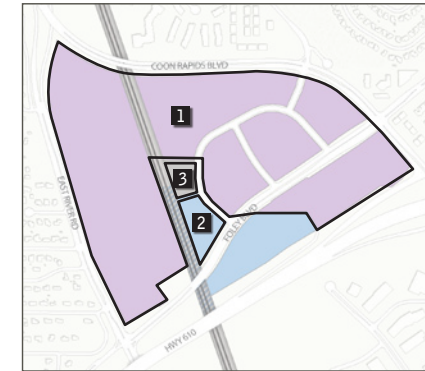
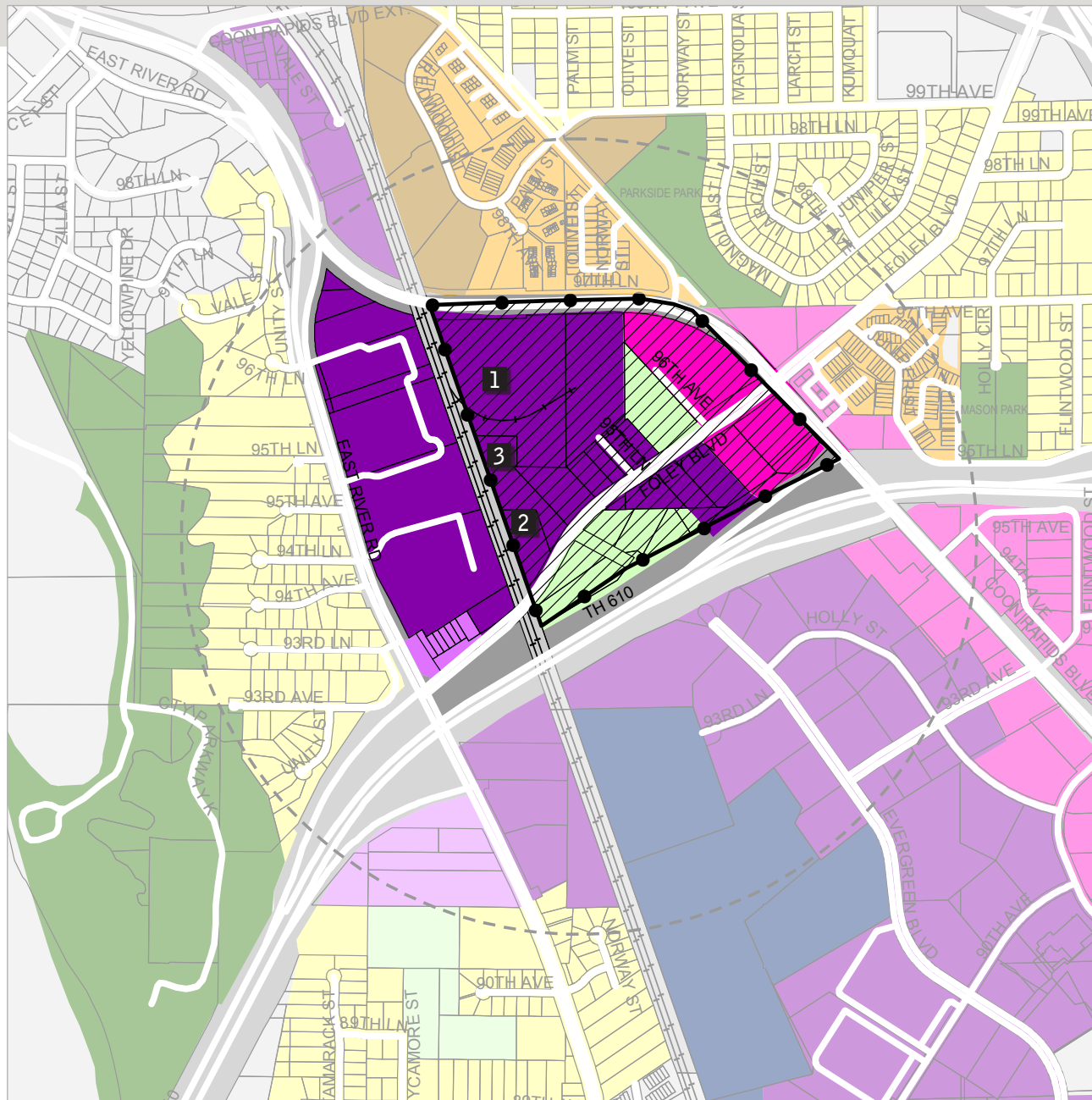
The portion of the study area between the railroad tracks and Coon Rapids Boulevard also has a transit station overlay designation. The transit station overlay was created to specifically call out the long-term possibility of a transit station at Foley Boulevard and the need for transit-oriented development if that should occur. The Comprehensive Plan cites the need for the creation of a master plan to guide redevelopment.

Changes to the Comprehensive Plan will be needed to support implementation of the Land Use Plan for the portions of the study area that are east of the railroad tracks. Given that a city-wide update to the Comprehensive Plan will begin in late 2015 or early 2016, it is recommended that reclassification of individual properties into new land use categories is delayed until that time. This will enable the City to better determine whether new categories should be created or if existing land use categories should be modified to address the flexibility in uses proposed in this plan. Examples of issues to be addressed include:

- 1** The absence of a land use category that can address the possibility of light industrial, service, office, or retail uses as is proposed for most of the study area.
- 2** The transit area on the north side of Foley Boulevard should be guided institutional similar to the existing Park and Ride.
- 3** The Connexus property should be guided utility as it needs to remain and cannot be redeveloped for other uses.

In the interim, it is recommended that the City modify the description of the Riverdale and Foley Commuter Rail Station Areas on page 2-23 to reference this station area plan as the master plan guiding development.

Figure 4.1 - 2030 Comprehensive Plan



*Comprehensive Plan change areas
overlaid on the Future Land Use Plan*

Residential

- Low Density (2-4 dwelling units/acre)
- Moderate Density (4-7 du/a)
- High Density (7-30 du/a)
- Residential Mixed Use (7-30 du/a)
- Mobile Home (5-10 du/a)

Commercial

- Community
- Neighborhood
- Commercial Mixed use
- General
- Regional Shopping

Other

- Park, Recreation, and Preserve
- Office
- Industrial
- Institutional
- ROW
- Rail
- Water
- Utility
- Transit Station

PUBLIC ACTIONS

Zoning

Existing zoning in the Foley Boulevard Station Area includes a combination of industrial, office, and PORT as shown in Figure 4.2. In addition, the portion of the station area along Coon Rapids Boulevard also has the River Rapids Overlay District.

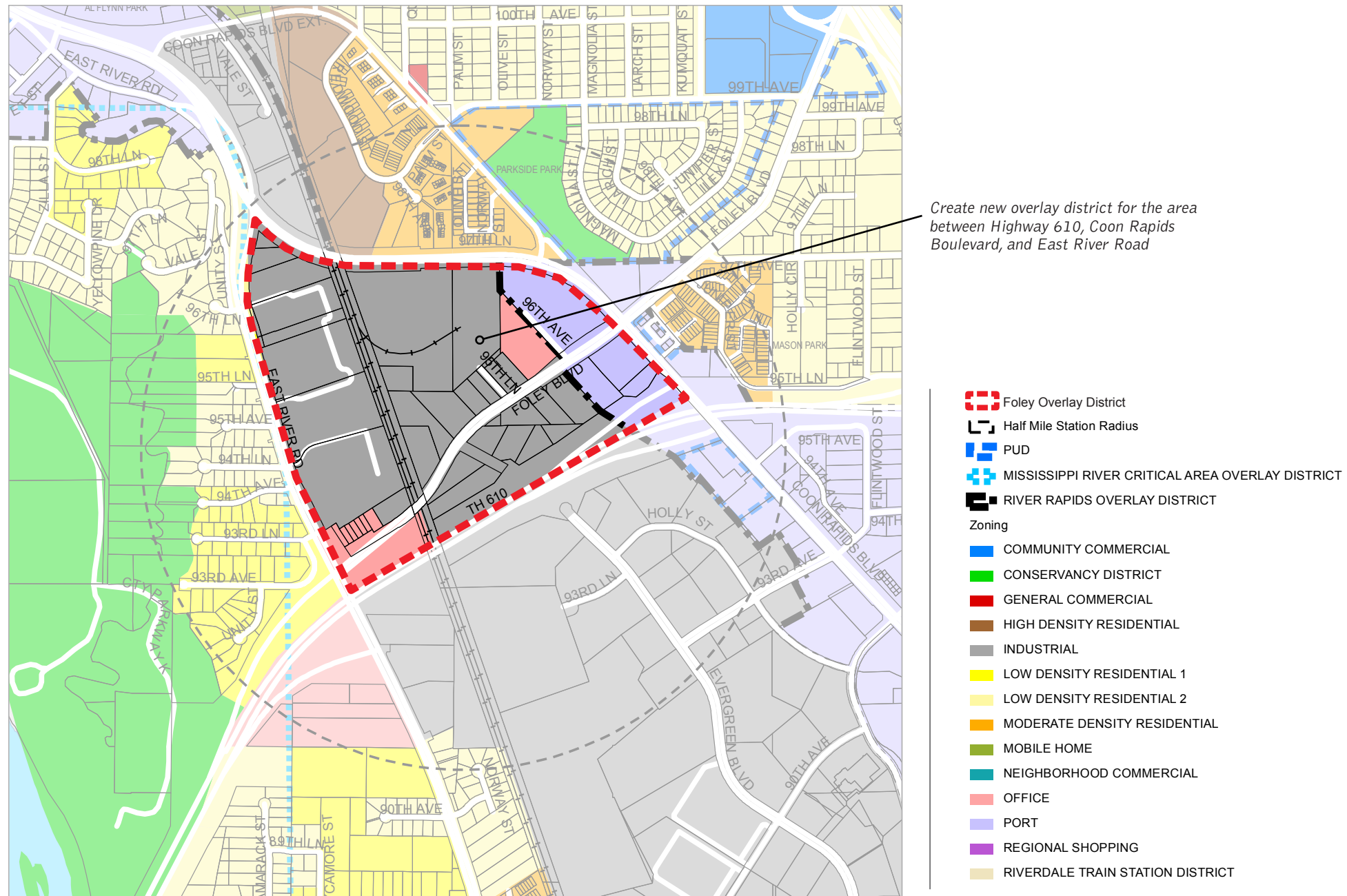
Given the physical separation of the study area from other commercial and industrial areas of the City due to Highway 610, it is recommended that both the PORT and River Rapids Overlay District designations should be removed.

The proposed flexibility for light industrial, service, office, and retail uses proposed in the Master Plan do not fit with the City's existing zoning districts. For example, most of the study area is currently zoned Industrial. This designation would not allow the development of retail along Foley Boulevard.

To provide more flexibility for redevelopment, the City should explore the creation of an overlay district for this area that would identify additional uses and design requirements that would be appropriate. The overlay district could allow the requirements of the underlying industrial district to continue to apply but provide alternative standards for those who are interested in pursuing uses not allowed in the industrial district. The overlay district could also provide for reduced requirements if specified design standards are met. Some examples of these provisions might be:

- Allowing stand alone retail or service uses with similar standards to the Community Commercial District or allowing retail or service uses as accessory uses as long as the use does not exceed a specified percentage of the building's overall use.
- Increasing the allowed lot coverage if the project has more than two stories.
- Decreasing setback requirements if specified architectural and site design standards are met such as if:
 - ▷ Parking is placed behind the building or there is shared parking with another site
 - ▷ Building design provides a consistent architectural treatment on all sides of a building
 - ▷ A courtyard, plaza, or seating area is incorporated into the development adjacent to a public street

Figure 4.2 - Existing Zoning



PUBLIC ACTIONS

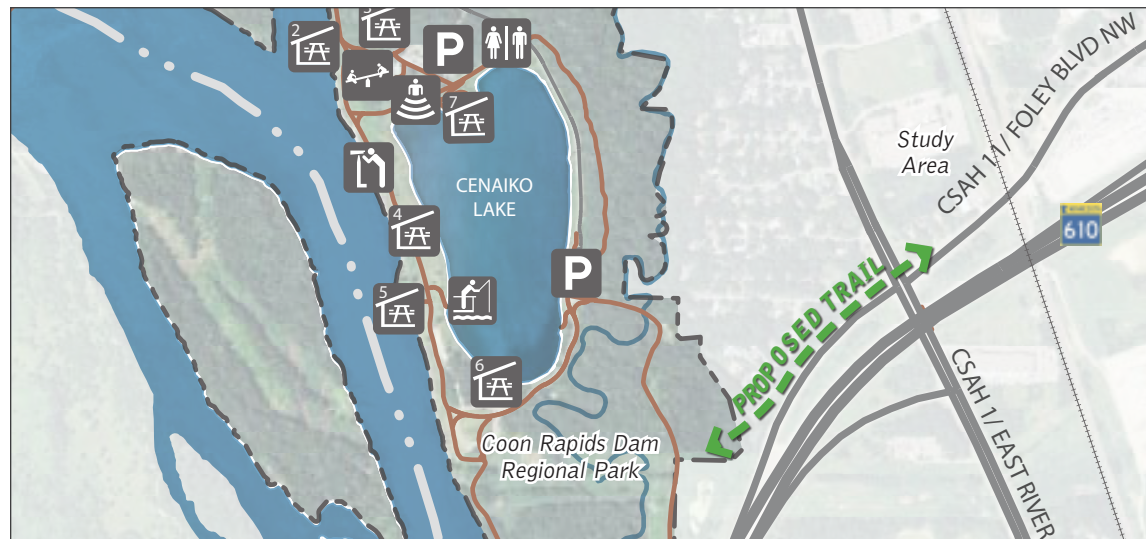
Sidewalks and Trails

The Comprehensive Plan guides sidewalk and trail development in the Transportation Chapter of the Comprehensive Plan (Chapter 3). As shown in Figure 4.3, the Comprehensive Plan currently identifies the need for additional sidewalks along East River Road and Foley Boulevard. It also includes a sidewalk along Coon Rapids Boulevard Extension NW to connect into Parkside Park.

The Master Plan proposes a more connected network of sidewalks and trails to support non-motorized transportation and transit use. At a minimum this will involve the development of off-road sidewalks and/or trails on both sides of all of the local and arterial streets.

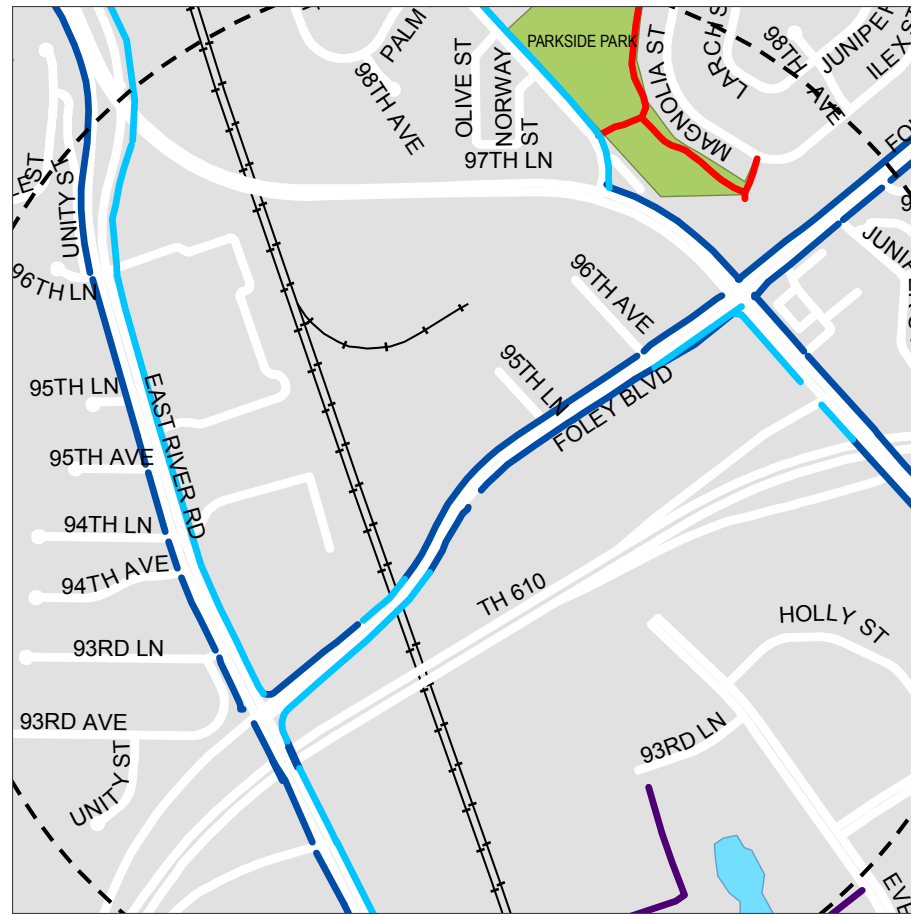
In addition to connectivity along street corridors, the plan proposes two new trails that will improve regional connectivity. The first extends west of East River Road to the Mississippi River and Coon Rapids Dam Regional Park. A recommended alignment for the City to explore is along the entrance ramp for Highway 610 and then through the existing west-east utility corridor to an existing paved Coon Rapids Dam Regional Park trail.

The second trail is a north-south trail along the east side of the rail corridor that will improve non-motorized connectivity to the transit facilities. The trail will link to existing residential neighborhoods and the Port Riverwalk redevelopment area to the north, and to Evergreen Industrial Park to the south, facilitating employee use of transit.



The establishment of a trail from the study area to Coon Rapids Dam Regional Park will involve collaboration among the City, MnDOT, Anoka County Highway, and Anoka County Parks.

Figure 4.3 - Existing Sidewalks and Trails



- InteriorParkTrailproposed
- InteriorParkTrail
- ProposedSidewalk
- Sidewalk

Figure 4.4 - Proposed Sidewalks and Trails



- Existing sidewalk
- Proposed sidewalk
- Existing Trail
- Proposed trail
- Vertical circulation
- Potential Rail Station
(location to be determined)

PUBLIC ACTIONS

It is anticipated that redevelopment in the Foley Boulevard Station Area will primarily be the result of private initiative. However, given the number of planned public improvements for the area, it is important that the City of Coon Rapids continue to be proactive in ensuring public actions support the long term redevelopment of the study area and its transformation to a transit supportive area.

PUBLIC SECTOR PRIORITIES

1 Influence Foley Boulevard Reconstruction

Anoka County is planning to reconstruct Foley Boulevard to improve safety at the railroad tracks. The City should continue to work with Anoka County to enhance the roadway design to create a pedestrian environment with trees at regular intervals and within the median where possible, pedestrian scale lighting, the burying of the overhead electrical line, the design of the stormwater pond as an amenity, and the construction of trails and sidewalks. The City should continue discussions regarding the extent of median needed given its impact on local businesses.

2 Create new loop road network

The creation of the loop road network north of Foley Boulevard will open up areas for development, as well as reduce the long-term impacts of the construction of a median on Foley Boulevard. Given that the roads are located on what is currently private property, the City should initiate discussions with those property owners on the proposed plans. The City should also begin developing designs for the roadway.

3 Explore access improvements for area south of Foley

The reconstruction of Foley Boulevard with a center median will significantly impact access for properties on the south. A stoplight is proposed at the entrance to the Park and Ride and at the location of the loop road. Additional access points are not possible due to the short distance between the railroad tracks and Coon Rapids Boulevard. Discussion among the City, Anoka County, Metro Transit, and property owners should explore how development and redevelopment designs could accommodate the creation of a private, internal circulation road between commercial areas and the stoplight.

4 Continue Exploration of Highway 610 Interchange

The lack of a full interchange to Highway 610 may be a barrier for some businesses looking at the station area. The City

should continue to explore how the eastbound connections on Highway 610 can be made.

5 Construction of trails and sidewalks

Trails and sidewalks are fundamental components of creating a transit-oriented district. In addition to planning for sidewalks along local city streets, the City will need to collaborate with MnDOT, Anoka County and other agencies on the trail segments that extend beyond the study area. This includes the use of Highway 610 right-of-way to establish a connection to Coon Rapids Dam Regional Park. It also involves the acquisition of an easement or right-of-way along the railroad tracks for a trail that extends north-south from the study area to Port Riverwalk and Evergreen Industrial Park.

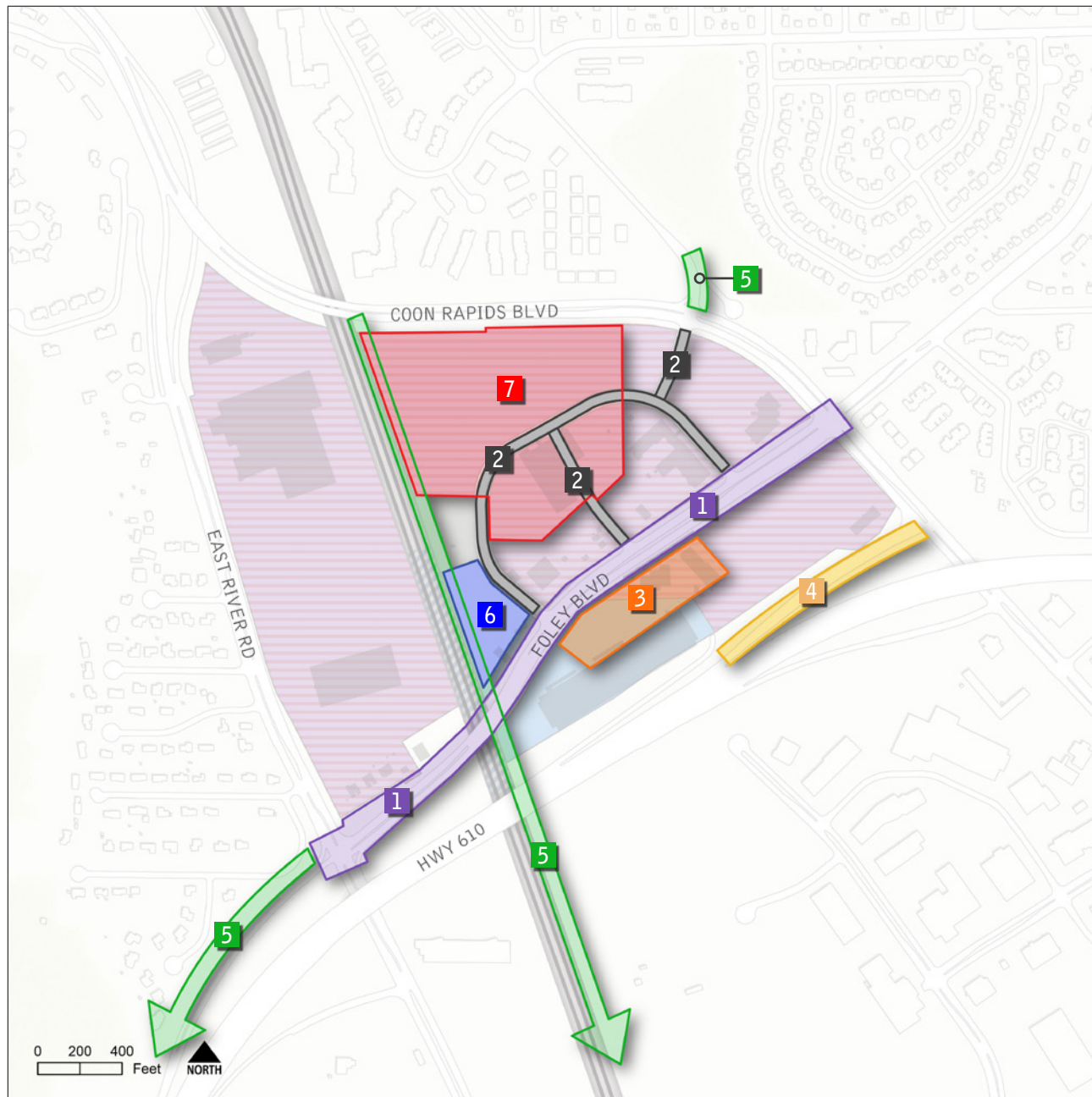
6 Coordination with Northern Lights Express (NLX) and Anoka County on Station Area

Northern Lights Express (NLX) has identified Foley as the preferred location for a north metro station. The City should work with Anoka County (who owns the property) and NLX on the development of the transit station area north of Foley Boulevard, including a public plaza that can serve as a key gathering spot. Development of the transit station for NLX should be carefully considered so as to ensure a future Northstar station continues to be possible.

7 Clean up of Berry Plastics Site

The Berry Plastics Site is an identified superfund site that is in need of environmental remediation. The property is currently available for sale and has been slated to be cleaned up by an outstate firm. The City should be in proactive discussions with the Minnesota Pollution Control Agency, the property owners, and the firm cleaning up the site about the cleanup process. The City should also be exploring with Coon Creek Watershed partnerships and opportunities for innovative stormwater management of the wetlands that would enable more of the site to be used to create employment opportunities in the community.

Figure 4.5 - Public Sector Investment Priorities



FUNDING TOOLS

FUNDING TOOLS

Redevelopment can be challenging, particularly when there is environmental contamination, land to assemble, or new infrastructure to construct. The tables on pages 57-59 outline various potential funding sources for infrastructure, development and other improvements.

Potential Funding Sources

PROGRAM NAME	ADMINISTERING AGENCY	TYPE OF ASSISTANCE	FUNDS AVAILABLE	DESCRIPTION
LCDA pre-development	Met Council	Grant	-	Assist cities with detailed redevelopment designs and economic feasibility
LCDA Development	Met Council	Grant	-	Public infrastructure and land assembly
LCA-TOD Pre-development	Met Council	Grant	\$100,000	Site Plans, design workshops, appraisals, market studies, impact analyses, soil testing, pro-forma development in support of a future development project. *Must have associated development project
LCA-TOD Development	Met Council	Grant	\$2,000,000	Site Acquisition, Holding Costs, Publically-Accessible Infrastructure, Placemaking. *Must have associated development project
TBRA-TOD Cleanup	Met Council	Grant	\$1,000,000	Cleanup of contaminated soil, groundwater, soil vapor or asbestos-containing materials and lead-based paint. *Must have associated development project
Local Housing Incentives Account	Met Council	Grant	\$1,500,000 total	Gap financing costs such as land/property/structure acquisition, demolition, site preparation, general construction/structural additions, alterations and rehabilitation, interior and exterior finishing, roofing, electrical, plumbing, heating and ventilation. *Must have associated development project
Tax Base Revitalization Account	Met Council	Grant	\$5,000,000 total	Phase 1 and 2, RAP development, demolition and site prep, soil/ groundwater remediation, soil vapor mitigation, asbestos abatement, LBP removal for projects with serious redevelopment potential.
Transportation Alternatives Program	Met Council - Transportation Advisory Board	Grant	\$6,000,000 total	Construction of infrastructure for bicycle and pedestrian facilities, Safe Routes to School Infrastructure, scenic and environmental improvements, and streetscape enhancements for projects implemented 2017/18
Regional Transportation Solicitation	Met Council - Transportation Advisory Board	Grant	-	Three evaluation categories, grouped by mode: Roadways, Transit, and Bicycle/Pedestrian, for projects implemented beginning 2018/19
Surface Transportation Program	Met Council	Grant	Up to 80% of project cost	This program is primarily used for roadway reconstruction, but does allow for construction of trails and sidewalks as part of a larger overall project. The program also supports the construction of independent bikeways (generally used for commuting purposes rather than recreational purposes).

Potential Funding Sources (continued)

PROGRAM NAME	ADMINISTERING AGENCY	TYPE OF ASSISTANCE	FUNDS AVAILABLE	DESCRIPTION
Redevelopment	DEED	Grant	Up to 50% of project's redevelopment costs	Land acquisition, stabilizing soils demolition, infrastructure improvements and ponding or other environmental infrastructure and costs necessary for adaptive reuse of buildings. Eligible costs can only be applied towards publicly owned land with a public purpose, or public infrastructure costs that support a private redevelopment
Contamination Cleanup	DEED	Grant	Up to 75% of project's cost.	Investigation and cleanup costs necessary to implement RAP for projects with serious redevelopment potential.
Contamination Investigation and RAP Development	DEED	Grant	Up to 75% of project's cost. Max \$50,000	Investigation for projects with serious redevelopment potential.
Innovative Business Development Public Infrastructure Program (BDPI)	DEED	Grant	Up to 50% of project cost	Grant funds are to be used to assist Eligible Applicants with complex and costly Public Infrastructure projects when a funding gap exists and alternative sources of public and private financing are not adequate. "Publicly owned infrastructure related to a development project, including projects that target manufacturing, technology, warehousing and distribution; research and development; innovative business incubator; agricultural processing; or industrial, office, or research park development that would be used by an innovative business Funds from this program can also be used for land acquisition and preparation, telecommunications, bridges, parking ramps, demolition, hazard remediation, pre-design, construction, equipment and furnishings." Must have associated development project.
Minnesota Cleanup Revolving Loan Fund	DEED-EPA	Loan	Up to 78% of project costs	Cleanup Owner must be borrower and not the responsible party. Sites acquired after 1/11/2002
Housing Trust Fund (HTF)	Minnesota Housing	Grant	-	Development, construction, acquisition, preservation, and rehab of low-income rental housing. Currently used primarily for rent assistance and operating expenses, but has been available for capital funding previously. *Must have associated development project
Preservation Affordable Rental Investment Fund	Minnesota Housing	Loan	-	Acquisition, rehab, debt restructuring
Highway Safety Improvement Program	MnDOT	Grant	Up to 90% of project cost Max \$2,000,000	"Proactive" projects being solicited for 2014, 2015, and 2016. Examples include active intersection warning systems, ped refuge islands, curb extensions pavement messages, roundabouts, and sidewalks. Priority will be given to applications that are making impacts throughout the network (at multiple locations) or a corridor based approach.
Transportation Revolving Loan Fund	MnDOT	Loan	-	Road and bridge projects, and transit projects. Pre-design, acquisition, maintenance, repair, construction, transit capital purchases, drainage, signs, protective structures. Projects must be eligible under Title 23 or Title 49 or the U.S. Code and Minnesota Statute.
Local Trail Connections Program	MN DNR	Grant	Up to 75% of project cost Max \$150,000	Acquisition and development of trail facilities. Projects must result in a trail linkage that is immediately available for use by the general public. Trail linkages include connecting where people live (e.g. residential areas within cities, entire communities) and significant public resources (e.g. historical areas, open space, parks and/or other trails). Funds used to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails.
Minnesota Targeted Brownfields Assistance Program	Minnesota Pollution Control Agency	Technical Assistance	In Kind	Technical consultation for Phase I, 2 and cleanup (RAP). Must pose a potential threat with no responsible or voluntary responsible party

FUNDING TOOLS

Potential Funding Sources (continued)

PROGRAM NAME	ADMINISTERING AGENCY	TYPE OF ASSISTANCE	FUNDS AVAILABLE	DESCRIPTION
Small Business Environmental Improvement Loan	Minnesota Pollution Control Agency	Loan	\$1,000 to \$50,000	Businesses with fewer than 50 FTE, after tax profits of <\$500,000 and net worth <\$1 million . Investigations, cleanup, capital equipment purchase to reduce/prevent pollution/waste. Collateral required and must demonstrate ability to repay loan
Petroleum Tank Release Clean Up Account-Petrofund	Department of Commerce	Reimbursement	Up to 90% of eligible costs, not to exceed \$1 million per release or \$2 million per facility	Owners/operators of underground and above ground petroleum storage tanks, owners of contaminated properties of leaking tanks Site investigation and cleanup deemed necessary by the MPCA. Minnesota Statutes 115C and Minnesota Rules Chapter 2890
Federal Brownfields Cleanup Program	EPA	Grant	Up to \$200,000 (20% match)	Demolitions, cleanup, removal of some abandoned containers and underground petroleum tanks. Must own the property and cannot be responsible party. 20% matching funds
Federal Brownfields Site Assessment Program	EPA	Grant	Up to \$200,000	Inventory, characterization, Assessment (Phase I or II), remedial planning and VIC program fees. Cannot fund Federal/state Superfund sites, federal lands
Federal Brownfields Cleanup Revolving Loan Grants	EPA	Grants to capitalize RLF	Up to \$1 million	Demolitions, cleanup, removal of some abandoned containers and underground petroleum tanks. Loans/grants cannot be provided to party that caused contamination. 20% match
Joint Development	FTA	Grant	-	Acquisition, demolition, site preparation, utilities, building foundations, walkways, ped and bike access, safety/security facilities, construction of space for commercial uses, parking improvements with a transit justification, project development activities (design, engineering, environmental analysis). Must benefit one of four criterion: Economic benefit; public transportation benefit; fair share of revenue; fair share of costs

